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THE LEADING BUSINESS MAGAZINE FOR THE INTERNATIONAL CUSTOM MOTORCYCLE AND PARTS INDUSTRY

H-D in Co-Branding Collaboration with Aftermarket Vendor

OCT 2020
ISSUE #255

Italian parts and accessory specialist Rizoma has entered into a design and manufacturing partnership with Harley-Davidson.

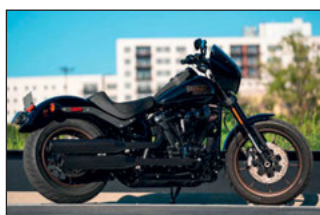
The billet aluminum collection is the first co-branded collection of its kind designed exclusively for H-D motorcycle riders by an aftermarket parts company.

Harley has sometimes (though rarely) adopted some performance or accessory and parts ideas from the aftermarket (though more often they have simply copied other people's ideas), but as far as we here at AMD Magazine are aware, this is the first co-branded venture, and it is telling that under the management of their newly minted German CEO (Jochen Zeitz) it should be with an Italian designer - though probably has as much to do with where he sees the biggest business opportunity that Harley has for the LiveWire.

The deal will no doubt have had the gestation period of an elephant as Harley's idea of fast has always been glacial when compared to how most enterprises in the capitalist world would move. It is, however, telling that

this should be announced now, given that responsiveness, flexibility, bureaucracy and speed are some of the systemic weaknesses that Zeitz has promised to tackle.

It will also be interesting to see if this project is the start of a new culture that will see Harley embracing the creativity and business opportunities that the aftermarket could provide Harley with elsewhere within its model range



portfolio. If the company isn't already at an advanced stage of partnering with market leading vendors such as Givi and Touratech for Pan America Adventure Tourer accessories and the likes of Ness, PM, Kellermann and Paul Yaffe over other models, such as the still rumored 2021 hyped Power Cruiser plans (as opposed to the 'Bronx' streetfighter), then they are simply mad.

These parts and accessories fit a broad range of Harley-Davidson motorcycles and feature components specially designed to personalize H-D's first electric motorcycle, the LiveWire model.

"Precision craftsmanship and unmistakable style define this collaborative collection from Harley-Davidson and Rizoma. Lasered H-D and Rizoma logos on a subdued black on black finish display minimal branding that lets the machined texture and performance aesthetics take the lead. This sleek collection of billet aluminum accessories is the first co-branded collection of its kind designed exclusively for H-D motorcycle riders."

The initial release of items in the collection is aimed at the LiveWire, despite being largely universal fit, and includes 1.44" diameter textured rubber handgrips, blingy rider and passenger footpegs, mirrors with an "aspherical outer portion, which shows more of the rear and peripheral reflection to provide a broader view" and, specifically for the LiveWire, a "sport inspired" charge door.

ROAD TRIP



YANCE HINES



American FLAT TRACK

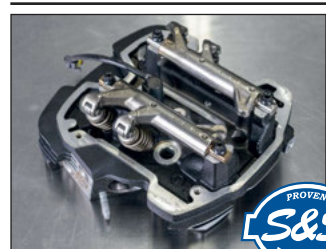
INDY AND
SPRINGFIELD

'SIMSON PHANTOM 3'



**WORLD
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CHAMPIONSHIP
2018**

"Back in 1970 I was born in East Germany as a 50 cc Simson KR51/1 'Swallow' two-stroke scooter. Then that nice Mr Swen Weber spruced me up a bit (well, quite a lot actually) and took me on holiday to Cologne in 2018. I won 15th spot in the AMD World Championship - not bad eh?" See pages 32-33 for more of SW-Customs' "Swallow to Swan" miracle of metamorphosis ...



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SOFTAIL & DYNA FRONT FENDERS



PROFILE



39/49 PRO SHORT



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AMERICAN MOTORCYCLE DEALER

OCTOBER 2020 (#255)



COMMENT - Harley should have gone private 4

Robin Bradley discusses the sequence of missed opportunities for Harley to free itself from the burden of capital sapping shareholder dividends and the mistake it has made this year.



ROAD TRIP - VANCE & HINES 23-26

Remember Road Trips? Robin does, fondly - it was only in January that he visited with Vance & Hines in California but says it feels like another lifetime ago.



PERFORMANCE MACHINE - FEEL THE POWER 58-59

How else should a business like Performance Machine mark its 50th anniversary than with a powerful statement of turbo charged intent - it started out life as a stock Road Glide, but there's nothing stock about it now!



ASTON MARTIN by BROUGH 18

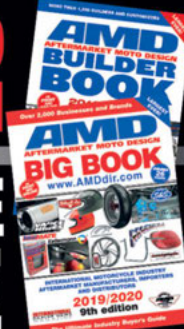
When Aston Martin showed its Brough Superior built AMB 001 concept bike at the Milan Show in November 2019, like most we assumed that it was just a vanity project, just a marketing talking point. Not so - it is now slated for (albeit limited edition and very expensive) production.

PROGUIDE: The new, the best and the must-haves 28-54



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Harley Should Have Gone Private

Rideapart.com reports that H-D is very likely to go ahead with the closure of its Bawal, India factory and can its Street 500/750 line, with Asia Pacific operations being focused at its Thailand plant.

Meanwhile, talks are reportedly underway with KTM and Triumph collaborator Bajaj, Classic Legends owner (the Jawa and BSA owner) and Peugeot Motorcycles' parent company Mahindra & Mahindra and former Buell Racing owner Hero Motocorp for an alternate manufacturing of CKD (Complete Knock Down) kit assembly solution for the Indian market.

Of the major players in India, it would appear that only TVS, who has a deal with BMW Motorrad and recently acquired Norton Motorcycles, and Eicher Motors, the Royal Enfield owner, are the only Indian motorcycle industry players not currently on Harley's list of potential collaborators for the largest English speaking consumer market in the world.

Following the Motorsport Action Group's (MAG) great 'Unwind', Harley's 'Rewire' is the latest instalment in that favorite corporate parlour game beloved by children and everyone with an MBA - "Oops, that didn't work, screw the cost, let's try again!"

However, where for children it is an experiential exercise, a learning experience, for a theoretically respected and capable corporate such as Harley-Davidson, it is more of an existential exercise. If Harley gets this wrong, it really will have run out of 'Roads'. I still maintain that the best thing it could do, should have done, is to have gone private again.

Maybe newly minted CEO Jochen Zeitz has that in his playbook, though, in fact, it would be much less expensive to do it while the company is drowning, then cure its problems without stockholders demanding their several pounds of flesh every quarter.

Waiting to cure the problems once back in private hands would have been a way more economical and efficient way to implement a new playbook, and in the medium to long-term a hugely more profitable way for a new owner or owners to be able to get to go back to the bank with a smile on their faces.

There were, and still are, plenty of options to navigate back into private hands, and my favorite would be the consortium of dealer owners that could be put together quite quickly. There has been talk of something like that happening, and in the posh seats too - not just the bleachers.

This year's COVID-19 context would have made such a play an even more attractive, practical and effective strategy as it happens, but nobody was to know that.

What I think most people do realize, including the increasing number of ex-Harley executives now populating the aftermarket, is that it was even widely viewed internally as a preferable strategy just as soon as the wait lists evaporated.

Much is made of the 'lost decade' in terms of consumer demographics and the reshaping of the motorcycle industry customer landscape. But for Harley too it has been a lost decade and an entirely inexcusable string of missed opportunities.

There was never anything wrong in principle about the strategy that Harley embarked on in the late 1990s and early noughts to try and add brands to the portfolio.

The fact that the attempts to develop Buell and MV Agusta didn't work out is less a comment on whether or not they were smart ideas, but instead on the timing (which was late and sucked) and on their insistence to meddle in businesses that should

have been allowed to evolve their own visions.

When Keith Wandell was hired to replace Jim Zeimer and perform the role of financial crisis company surgeon, it was a necessary evil. But, subsequently under Matt Levatich's watch, when Harley (and the motorcycle industry itself) had failed to mend by 2014/2015, a golden opportunity to get back on the acquisition trail was missed. In private hands at that stage (surely by far the most sensible response to the share crash price that saw H-D drop from \$73 in late 2006 to around \$11 in just 27 months), the company could have bought out its remaining shareholders for buttons, relatively speaking.

Then, once the price had recovered back to the \$70 mark in 2014, it failed again to spot an opportunity to leverage the growth for funds to make purchases.

When Harley came within 48 hours of acquiring (or merging with) KTM (depending on whom you believe) in late 1998, and subsequently had options to move on a then very reasonably priced Ducati (there were even Triumph, Norton and Moto Guzzi rumors at that stage too), I used to play a game of "Fantasy Forecourt".

The game involved seeing the Bar 'n Shield, Buell, KTM, Triumph, Ducati and other flags fluttering proudly in the wind outside the world's leading network of state-of-the-art motorcycle lifestyle destination dealerships all across the globe.

Instead, highly desirable and hugely exploitable brands such as those, and all the ones currently in Chinese and Indian hands, are (mostly) now lubricating other people's balance sheets.

Having achieved that while in private hands could then have been finished off with the mother of all leisure industry IPOs last year - one that would have seen Harley still playing with the big boys in the upper quartile of the S&P 500, rather than being unceremoniously dumped out of it three months ago.

Yes, yes, hindsight, flights of fantasy and all that. If Bradley is so smart, how come he's still publishing a motorcycle magazine? Though come to think of it, as one of the few remaining people who is still doing so, I am either a survivor or a dumbass (or maybe both). You can all form your opinions on that one!

Whichever way things had played out for Harley doesn't change the fact that the 'Magnificent Dozen', the twelve believers who took the company out of AMF's hands and survived their own existential crisis in 1986, deserve way better than to have had the success they set in motion through to 2006 wasted in the way that it has been.

Maybe Jochen Zeitz is the right man for the job and the times. Maybe his rapidly proliferating army of Chief Officers of this, that and the other will turn out to be a new golden circle of true believers who 'get it', but maybe they won't. As Philip Seymour Hoffman's Zen Master said in 'Charlie Wilson's War' ... "we'll see"!

“other people's balance sheets”

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Indian and Bike Shed in Apparel Collection Deal



With its Los Angeles outlet slated to open soon, London, UK based motorcycle lifestyle store, club and event business The Bike Shed has teamed up with Indian Motorcycle to launch an exclusive line-up of lifestyle apparel.

"Designed in celebration of motorcycles, motorcycle culture and the soon-to-open Bike Shed Los Angeles destination, the co-branded collection includes a range of men's and women's shirts and hats, along with an exclusive BSMC x Indian Motorcycle sweatshirt and riding jersey.

"Brought together through shared values and the idea that there is no wrong way to appreciate motorcycling, Indian Motorcycle and Bike Shed Motorcycle Club believe in creating a welcoming environment for all riders. Whether riding the open road or hanging with friends, Indian Motorcycle and Bike Shed Motorcycle Club exist to fuel the passion of life on two wheels." Reid Wilson, Vice President of Indian Motorcycle, is quoted as saying: "We're proud to collaborate with Bike Shed on this apparel collection and celebrate our love for motorcycles and motorcycle culture. When we found out Bike Shed was opening a clubhouse in the U.S., we knew we wanted to get involved. A special edition apparel collection was a no-brainer, and we're extremely proud to align with Bike Shed as they plan for their opening in Los Angeles."

This year, The Bike Shed will "expand its ever-growing community" with the opening of its first-ever U.S. location. "Home to a thriving moto and creative community, Los

Angeles' Arts District will soon welcome the highly anticipated Bike Shed Los Angeles: a 30,000 square-foot destination venue, complete with a full-service restaurant, café, bar and lounge, a barbershop, tattoo studio, events space and large retail emporium."

"We wanted to align with an American brand that shared our same all-inclusive motorcycle values," said Anthony 'Dutch' van Someren, founder of the Bike Shed Motorcycle Club. "Indian Motorcycle is an iconic and historic brand that has evolved to remain relevant as moto culture has evolved, balancing timeless design and authenticity with modern performance and practicality, bringing new appreciation and customers to the brand and its bikes.

"Our clothing collaboration partnership carries those same values, aligning two brands that are as much about community and experience as we are about quality products, made to be fit-for-purpose while carrying timeless style and heritage." To help launch the exclusive apparel collection, Indian Motorcycle and Bike Shed Motorcycle Club tapped renowned bike builder and founder of Brat Style, Go Takamine. Known for his work building and racing classic Indian motorcycles, Takamine exemplifies the deep passion and love for motorcycles and motorcycle culture that the Indian Motorcycle and Bike Shed collaboration represents. The exclusive Indian Motorcycle and Bike Shed Motorcycle Club apparel collection is available at select retail locations and online at IndianMotorcycle.com and TheBikeShed.cc

China Import Helmets Escape U.S. Tariffs Through Year's End

The Irvine, California based Motorcycle Industry Association (MIC) has announced that lobbying by the MIC and its members, the United States Trade Representative (USTR) is extending the tariff exclusion for a number of Chinese-made helmets through December 31.

"This extension of the helmet tariff exclusion is a great development for our riders and the powersports industry," said Marc McAllister, President and CEO of Tucker Powersports. "Tucker is committed to making safety equipment accessible for all riders through all the channels we serve."

Scott Schloegel, Senior Vice President of the MIC Government Relations Office (GRO), said: "We should all be pleased about the USTR's decision not to place tariffs on many specific helmets, but we must continue to advocate for excluding additional motorcycle helmets from any tariffs."

The MIC GRO has garnered Congressional support for these exclusions. We'll say again that DOT-



Marc McAllister, President and CEO of Tucker Powersports: "This extension of the helmet tariff exclusion is a great development for our riders and the powersports industry."

compliant helmets must remain affordable for all powersports riders, and placing tariffs on helmets discourages safe riding practices."



**MOTORCYCLE
INDUSTRY
COUNCIL**

Slingshot Adds Grand Touring LE

Polaris Slingshot has added to its 2020 line-up with the Grand Touring LE. "As a limited-edition model, the Grand Touring LE delivers next-level comfort, style and design. Along with a host of amenities, the Grand Touring LE is highlighted by Slingshot's new 2020 AutoDrive transmission, an automatic-like driving experience without the need for clutching or shifting."

"With superior comfort, convenient technology and head-turning styling, the Grand Touring LE transforms daily driving into unforgettable adventures," said Chris Sergeant, Vice President of Polaris Slingshot. "Premium amenities set the Grand Touring LE apart from the rest of the Slingshot line-up, while Slingshot's new ProStar 2.0 I powertrain, AutoDrive transmission and redesigned interior ensures that driving a



Slingshot elevates an ordinary commute into an extraordinary driving experience.

"Similar to the 2020 SL and R, the Grand Touring LE features 70% all-new vehicle content and Polaris' first four-cylinder engine, the ProStar 2.0 I, and a completely redesigned interior - providing more comfort and convenience with a new steering wheel, gauges and added storage compartments. "Drivers looking to personalize their Grand Touring LE can do so with Slingshot Engineered Accessories, including Slingshot's new heated and cooled seats and Stage 1 Tune upgrade to deliver up to 203 horsepower."

www.PolarisSlingshot.com

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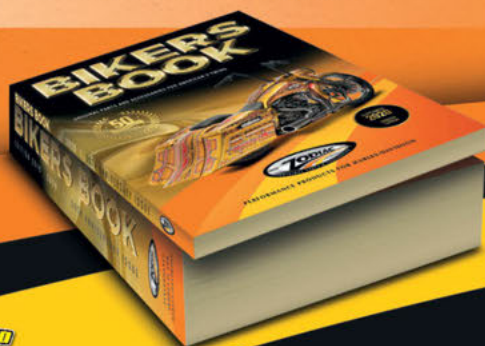
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NEWS BRIEFS

Owner Babcox Media has announced that its B2B title **Motorcycle & Powersports News** will no longer be appearing as a print magazine - opting instead for the even more precarious life of being a digital only information service. Originally known as **Motorcycle Product News**, MPN was founded in 1974 and had a name change in an attempt to broaden its market in 2011.

SEMA has announced that its eMarketplace online 'show' solution will be staged from November 2-6. With INTERMOT and other expo organizers (trade and consumer) also trialing 'virtual' gatherings of one kind or another, there is widespread exhibition industry concern that any expectation that the "shows of old" will automatically re-emerge in a vaccinated post-pandemic world are naive. Not all change is good, but it is mostly inevitable and irresistible.

Tucker Powersports has introduced a new real-time stock check site for its dealers - stock.tucker.com. Product availability can be searched by Tucker part number, vendor part numbers and, eventually, many OEM equivalent part numbers where there is such a product. The search results will display picture, description, MSRP, substitutes, catalog page link, which of the five warehouses has how many of the required item in stock and an 'Order It' tool function.



Having celebrated its 50th anniversary in 2019, it would appear that the much vaunted acquisition and relaunch of *Easriders Magazine* in the hands of "brandmaker" Pepper Foster (co-founder of the Chip and Pepper fashion label) has failed after its first edition. The new owner had promised repositioning, improved quality, a brave new dawn, blah, blah. A second edition has failed to appear, and the reports we here at AMD are reading suggest the project is as dead as a battery on a bad day. It was quite apparent that the reboot would kick itself up its own ass as it was aiming for a confused and confusing matrix of demographics. Rather than leveraging the heritage that made it the icon it was, Foster's game-plan was to jettison its pedigree in chase of a rich vein of dollars that just doesn't exist. But one edition? Is that a record fail?

Roland Sands Shows the R 18's Muscles



Roland Sands Design has 'had a go' at BMW's new "Harley Killer" R 18 to create a straight line dragster that showcases the iconic and massive boxer 'Flat Twin' powerplant like never before.

Based on illustrious models such as the BMW R 5, the R 18 Cruiser "Big Boxer" continues the line of traditional air-cooled boxer engines that have been at the heart and soul of BMW's motorcycle identity since the former airplane manufacturer first began motorcycle production in 1923.

The R 18 is already being touted as a highly customizable platform - ask the guys at Revival Cycles in Austin, Texas, ('Birdcage') and Custom Works Zon in Japan ('Departed').

It features an easily removable rear frame and a simple-to-dismantle painted parts set. This gives the customer a high degree of freedom for easily converting the rear end of the new R 18 to suit personal preferences. "The electronics were definitely the most difficult task we had to deal with as we put in nitrous oxide, stripped out the stock exhaust and changed the intake drastically," said Roland Sands. "It was a bit of an experiment, but we dialed it in! The final product is impressive and characterized by a high level of craftsmanship, as can be expected from BMW Motorrad. Right from the beginning, I couldn't wait to

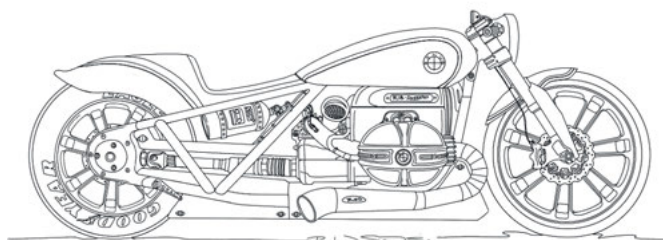


get customizing!" For the R 18 Dragster, the team around Roland Sands retained the stock neck geometry of the R 18,

removed the bike's rear end and turned it into a drag racer, modifying the front and rear fender to fit the modified frame.

"Every bike needs different sources depending on the build, special materials or parts. Every new bike concept is a bit of a learning process even after having built over 200 bikes. We always want to understand the genre of the bike we are building, it's the key to keeping it authentic and functional," said Sands.

Aside from the R 18 Dragster custom bike, Roland Sands also created two different design collections of milled aluminum parts for the launch of the R 18 Cruiser, "Machined" and "2-Tone-Black". They include front and rear wheels available in different dimensions to the standard sizes, speedometer housings, handlebar clamps, risers, handlebar grips, hand levers and mirrors as well as engine housing trim elements, filler caps, intake silencer covers and much more. For the R 18 Dragster, Sands has used selected milled parts designs from the "2-Tone-Black" collection - customized levers, wheels, valve covers, breast plate, headlight and gauges. The front end was taken from a BMW R nineT, the seat and exhaust were created from scratch.



Sources: AMD, IDN, FT, Reuters, PSB, MPN, B&B, BDN, MCN, AP, Bloomberg, MSNW, Electrek, electricmotorcycles.news, RideApart.com, Motor1.com

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NEWS BRIEFS

For the three months ended July 31, Dallas-based Copart, Inc., parent company of National Powersport Auctions (NPA), reported revenue, gross profit and net income of \$525.7m, \$250.4m and \$165.5m, respectively - a -\$16.9m (-3.1%) decrease in revenue - but a +\$7.8m/+3.2% increase in gross profit. For the year ended July 31, revenue, gross profit and net income were up at \$2.2bn, \$1.0bn and \$699.9m, respectively.



Italian chain manufacturer Regina is launching what it claims is the world's first ever maintenance-free motorcycle chain. The innovative and revolutionary high performance Endurance (HPE) Z-ring chain eliminates the required periodic re-lubrication that motorcycle riders have traditionally performed every 1,000 km. The 'secret sauce' is a hydrogen-free Tetrahedral Amorphous Carbon (ta-C) coating, currently considered as the most advanced among DLC (Diamond Like Carbon) coatings that is applied on the surface of the bushings and rollers.

Tucker Powersports has added SENA rider communications, information and entertainment products to its online Tucker University vendor and product range learning center. Featured products include the SENA 50 Series, OutRush helmet and SENA 55.

Italian electric sportsbike manufacturer Energica has signed with FreedomRoad Financial to offer retail loans to customers via the U.S. Energica dealer network for new, used and certified pre-owned Energica motorcycles from all model years.

Owners Todd Gaines and Don O'Shea have announced the closure of their Indian Motorcycle of Libertyville dealership, north of Chicago, Illinois. Through IPS (Indian Performance Solutions), the company was known for its "Breakthrough Performance Package" for the 111" Indian Thunderstroke engine - a newly cast cylinder head with redesigned combustion chamber and intake port.

DEI Celebrates "25 Years of Innovation"

Avon Lake, Ohio based thermal barrier and sound control products specialist Design Engineering is celebrating its 25th anniversary.

Founded in 1995 by performance industry veteran Dale Markley and his wife Nancy, Dale's son David has been at the helm since 2001 and has overseen the company earning an international reputation for its dynamic pioneering solutions to combat power-robbing heat issues.

"Over the years we have designed and created unique 'thermal tuning products' for the powersports, racing and performance aftermarket, as well as related industries such as aviation, marine and even locomotive," says John Gabriel, Powersports Manager.

"DEI is also well known for its 'build to spec' contract work for commercial, industrial and military-related businesses, along with a myriad of other industries.

"Our extensive product list includes a wide variety of heat shields and thermal containment products, exhaust and pipe wraps, line and hose sleeving, sound control barriers and absorbers, headliners and accessories, safety gear and CryO2, which is designed to harness the cryogenic properties of liquid CO2 to lower intake charge temperatures, resulting in more horsepower."

Seen here, DEI's bodywork protection



kit is designed to keep excess heat from melting plastic and frying bodywork. It is great for use on fairings, air boxes, seat pans, rear fenders, etc.

"This kit is great to use when adding an aftermarket exhausts or replacement plastics that didn't include any heat shielding. The superior materials can also provide an upgrade over worn out OEM heat shielding. All materials have a self-adhesive backing and can be cut easily



to shape."

The kit includes one 12" x 24" DEI Reflect-A-Cool heat reflective sheet, one 1-1/2" x 15 ft roll of Cool Tape, and two 10" x 10" sheets of Extreme Heat Barrier.

www.deipowersports.com



HEAT & SOUND CONTROL

USTR Postpones 100% EU Tariffs

The Motorcycle Industry Council (MIC, Irvine, California) has collaborated with its member companies, their staff and dealers, and Brussels based ACEM, to successfully coordinate lobby action against motorcycles, parts and accessories being included in the most recent round of tariffs being imposed on EU made products by the United States Trade Representative (USTR). Some 100 comments referencing motorcycles were received by the USTR during its consultation period, urging against tariffs of up to 100 percent on all 500-700 cc motorcycles and scooters, as well as all parts and accessories from the EU and the United Kingdom.

"We're incredibly pleased that European motorcycles, parts and accessories have been removed



MOTORCYCLE INDUSTRY COUNCIL

from the most recent round of EU tariffs in relation to the Airbus situation," said John Hinz, CEO of KTM North America Inc., and MIC board member. "We are extremely thankful that the U.S. Trade Representative heard our concerns and recognized the unintended and potentially devastating impacts that tariffs could have on our industry. "This would not have been possible without the support of the MIC and its members, the efforts of Congressman Michael C. Burgess, M.D., Congressman Tim Walberg, Congressman Ken Calvert, Congressman Jim Jordan, our dealers and our employees, and the support of

all our industry partners. Thank you to all who wrote letters, made phone calls, and let Washington, D.C., know the value of our industry and our businesses here in the United States."

It was an international effort as well, with written comments supplied by Antonio Perlot, Secretary General of ACEM, the motorcycle industry trade association in Europe.

"This was the third time the USTR made this proposal, and the third time the industry was able to prevail with combined support," said Erik Pritchard, MIC President and CEO. "The MIC's Government Relations Office will continue to monitor the situation, hoping that the USTR does not propose these tariffs a fourth time."

www.MIC.org

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NEWS BRIEFS

ROYAL ENFIELD

Despite apparent production timeliness issues - even before the COVID-19 pandemic - Indian manufacturer Royal Enfield looks set to hammer another stake into the low price-point, low displacement market (if not exactly into the heart of Harley's Pan America ambitions) with the launch of a new \$4,999 411 cc SOHC air-cooled single, switchable ABS equipped 'Himalayan' ADV model. The interim Business Head and President of Royal Enfield Americas says it is all about "the affordability, versatility and capability."

On July 14, Missouri became the most recent U.S. State to repeal its compulsory helmet law, one that has been in force for 52 years. However, certain criteria need to be met in order to be able to ride without a lid. Riders have to be at least 26 years of age, with a full riding license and proof of health insurance. However, law enforcement officers are not permitted to pull a non-helmet wearing rider over to check if they meet those criteria.

APB Corp, Tokyo (Hideaki Horie - the man behind development of the Nissan Leaf), has invented a new kind of battery that is said to be 90% cheaper to produce than standard lithium-ion batteries - and potentially much safer - by replacing the basic components of a standard Li-ion battery in order to speed up and simplify the manufacturing process. "Manufacturing the new batteries is significantly simplified by replacing the metal-lined electrodes and liquid electrolytes typically found within Li-ion units with a resin construction."

KTM CARB filings appear to suggest that the 200 cc Duke will be headed for U.S. KTM dealerships soon. Okay, so it's not a 45 degree or even a 60 degree V-twin, indeed it isn't even a custom bike of any kind - just thought we'd mention it here, because KTM's North American dealers will be able to sell each one they get five times over! For the record - it is a four-stroke, single-cylinder rated at 25 hp and 14.38 lb-ft of torque, 308 pounds dry. As an entry level poster child, it is bound to prove to be a winner.

The Good, Better and Best of Riders and their Relationship with Battery Chemistry



A question often asked is why OptiMate has different battery chargers for lead-acid and lithium starter batteries if the two battery types work fine in the same vehicle, i.e. in a 12V vehicle charging system. Both 12V lead-acid and 12.8V lithium starter batteries work well within the 13V to 14.5V voltage zone required for a vehicle's ignition system to perform. That's why the stock lead-acid battery in a modern powersport vehicle can be replaced with a suitable LFP/LiFePO4 battery. In other words, for all intents and purposes, and without going into primary differences such as weight or cranking amps, for most riders a battery performs the same function - starting the engine, never mind the chemistry. If riders kept their batteries maintained every time they park their vehicle, not much else is needed other than an OptiMate 1 DUO, but we know that does not always happen! As soon as that battery is dead-flat, you need a different type of charger to bring it back to life. Following deep discharge, lead-acid and lithium batteries require completely different

reconditioning methods to successfully recover them from a vulnerable 'dead-flat' state - and "successfully" also means safely where LFP/LiFePO4 batteries are concerned. The four cells in a dead-flat battery will be in a critical state of health and need to be treated gently. High current or voltage will cause damage or even kill the battery. OptiMate lithium battery chargers automatically deliver controlled low current and low voltage to bring all cells safely back up to the normal voltage zone before ramping up charging. A sulphated AGM 12V lead-acid battery on the other hand will not accept charge at normal voltage (up to 14.5V). It needs a higher reconditioning voltage to overcome its reluctance to accept charge, and that's within the charge algorithm of both the OptiMate 3 and OptiMate 4 battery chargers - and it's a pretty smart algorithm too. If vehicle circuitry is sensed, it will not engage that high voltage SAVE mode. It's therefore best to recover that battery 'off vehicle'. The basic things to remember are that higher voltage kills lithium batteries, but a

sulphated lead-acid battery needs higher than normal voltage to overcome its reluctance to accept charge - their responses are the opposite of each other. Secondly, at low voltage a lithium battery can only tolerate low current, but a discharged lead-acid battery can accept high current charge - again, the opposite of each other. So how come a charger such as the OptiMate 1 DUO works on both battery chemistries? Well, the DUO is a safe compromise. It does not deliver high voltage recovery, simple - and at low voltage it delivers only very low current. That said, it does still have plenty of 'smarts' - for example, its 24-7 maintenance program adjusts to the connected battery. For dealers it is important to sell the right OptiMate battery charger to their customers. Use the table seen here to navigate your way through the different customer habits that you have to allow for. The GOOD option is for the conscientious riders who never forget, i.e. always maintain the battery of their parked vehicle, with the BETTER or BEST options for those riders who may forget and need, on occasion, to save their battery or who simply prefer a battery charger with more features.

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NEWS BRIEFS



The January 2021 edition of MC Mässan, the annual powersports industry expo in Sweden, has been cancelled. Slated for Gothenburg (the show alternates between there and Stockholm), Swedish authorities have not yet indicated any likelihood that the present restrictions on large indoor events will be lifted in time for the show to go ahead. Instead the organizers are working on a tentative plan for the show to move outdoors in the spring - possibly in May 2021. The Start2Ride event planned for 19-20 September in Eskilstuna this year is also cancelled.

Documents leaked from the EPA (Environmental Protection Agency) in the USA appear to suggest that Ducati is working on a 1,260 cc 157 hp Lamborghini edition Diavel. A Multistrada Enduro 1260 Grand Tour and a Scrambler 1100 Pro Dark may also be in the pipeline.

According to rideapart.com, a report by the Center for Health Economics and Policy Studies at San Diego State University in California suggests that this year's 80th Sturgis Rally could be responsible for over 260,000 of the cases of coronavirus reported in the United States between August 2 and September 2, 2020 - almost 20 percent of the total number of cases reported in the country during that period.

Citing COVID-19, Harley-Davidson of Southampton has become one of the many Harley dealers forced to have to wave the white flag of surrender this year. Home of the Pioneer Valley H.O.G. Chapter, the store has been owned since 2007 by Aaron and Monica Patrick who, at one stage, owned five dealerships altogether - Southampton H-D was the last one.



Indian Motorcycle - Heated and Cooled Seats Using Graphene Nanomaterial

Indian Motorcycle has announced what it claims is a "revolutionary new technology geared to improve rider comfort through a patent-pending system that delivers superior cooling for a more pleasant riding experience in warm weather."

The all-new ClimaCommand Classic Seat delivers both heating and cooling to riders with a proprietary thermoelectric module that pumps heat away from the rider, a patent-pending ducting system for cooling the thermoelectric module and the use of graphene - a highly conductive and flexible two-dimensional material that won its inventors the Nobel Prize for Physics in 2010!

In use as part of a motorcycle design, graphene's unique properties mean it can optimize the distribution of heating or cooling while maintaining superior comfort. In combination with Indian Motorcycle's thermoelectric technology, which is described as being much more effective than the automotive market standard of HVAC convection systems, "a critical performance benefit of the ClimaCommand technology is that it actually produces a surface that's cold to the touch, rather than merely pushing cool air through perforations in the surface in the manner that HVAC system offerings operate."

"Despite advancements in heating and cooling for seats, we had yet to see a cooling technology that truly eliminated the discomfort of hot weather, and with ClimaCommand,



our engineering team has finally solved this problem," said Ross Clifford, Vice President of Parts, Garments and Accessories at Indian Motorcycle. "Our thermoelectric technology paired with graphene material is truly a game-changer, and another example of Indian Motorcycle bringing difference-making innovation to the market."

To accomplish conduction heating and cooling, a thermoelectric module located within the seat directly regulates the temperature. Electricity is applied to a thermoelectric module, causing one side of the module to absorb heat and the opposing side to dissipate heat. By reversing electrical flow, the hot and cold temperatures alternate sides. The graphene, which is a nanomaterial created from 100% carbon atoms, is then used to ensure

the heating and cooling is dispersed throughout the entire seat.

"The well-cushioned ClimaCommand Classic Seat delivers unprecedented comfort with Thunderstroke models. Independent rider and passenger controls (low, medium, high) allow the rider and passenger to remain in command of their heating and cooling levels. With no perforations, the seat's vinyl cover is highly durable and water and UV-resistant. Passengers can add more comfort with armrest pads and a trunk backrest pad, both designed and developed to seamlessly pair with the new ClimaCommand Classic Seat.

In addition to the all-new ClimaCommand Classic Seat, Indian Motorcycle is introducing an array of new parts and accessories for Scout and FTR 1200 models, including new semi-rigid Scout saddlebags and high or low mount carbon fiber Akrapovi FTR 1200 exhaust options, several new airbox tank cover options, new billet aluminum Rizoma mirrors and a carbon fiber nacelle to enhance the high-performance design of the FTR 1200.

Galfer - Over 300 CUBIQ Brake Disc Applications

Spanish brake component manufacturer Galfer launched its new CUBIQ brake disc design at EICMA in November 2019 and, as the originators of the 'Disc Wave' design, they are well on the way to replicating its popularity with over 300 CUBIQ model applications already available for H-D, Indian Motorcycle, Victory and custom V-twin fitments as well as for many of the best selling



Japanese and European brand on-highway models. The new CUBIQ brake disc concept features a unique braking track shape in the form of hexagons, similar to the crystalline structure of steel molecules. This enhances cooling and significantly

reduces the weight. The reduced unsprung mass improves agility and motorcycle maneuverability (gyroscopic effect), reduces dynamic imbalance under braking and

contributes to reducing stopping distances. Galfer USA CEO Sandro Milesi, a veteran of the international motorcycle brakes industry, said that "by understanding the dynamic requirements of today's motorcycles, and applying a simulation model using contemporary elements, we have designed a geometry that optimizes the mass-heat dissipation ratio."

"The increased convection perimeter provides a greater cooling surface, thus improving heat dissipation, and the CUBIQ design optimizes the wear resistance of the brake pads."

www.galferusa.com

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AMB 001 Deliveries On Schedule for End of 2020

First seen as a prototype at the EICMA/Milan Show in November 2019, the AMB 001 by Aston Martin and Brough Superior took to the racetrack at Pau-Arnos in France recently to begin testing. Designed and engineered for the racetrack, Aston Martin says that its AMB 001 will be strictly limited to just 100 examples and is on schedule for first deliveries at the end of this year.

Aston Martin Executive Vice President and Chief Creative Officer, Marek Reichman, said: "Everybody involved has managed to make tremendous progress with the development of the AMB 001, despite the challenges we have all been facing. This special motorcycle is, like our road cars, the result of beautiful design melding with modern technology to produce a bike that any collector will be proud of." Commenting on the ongoing success

of the development program, Brough Superior CEO Thierry Henriette said:

"One of the key design features of the AMB 001 is an aluminum fin that runs along the full length of a carbon fiber tank, passing under the saddle and out onto the rear. The body holding the fin and supporting the saddle is one of the areas where we called on the unique knowledge of Mecano ID, who joined the project to apply specialist aerospace-quality carbon fiber skills to the exclusive AMB 001."

"While the focus of the track testing is directed at the chassis, engine bench testing takes place in parallel to streamline the development process. The AMB 001 boasts a turbo-charged engine with an output of 180 hp, which is unique in the motorcycle industry for a serial production bike. The turbo package includes an intercooler; this imposing radiator with



its striking oversized/wide intake manifold gives the V-twin a supercar engine appearance."

Once this testing process is complete, the plan is for the AMB 001 to go into production at the Brough Superior

factory in Toulouse, France. Only 100 examples will be made, with an MRSP of 108,000.00 euro (including 20% sales tax; approx. US\$ 121,500).

astonmartin.com
broughsuperiormotorcycles.com



Indian Motorcycle Goes Hill Climbing Again After an 80 Year Absence

Indian
MOTORCYCLE

After more than 80 years away from what is arguably America's original motorcycle sport, Indian Motorcycle is climbing hills again - specifically AMA Pro Hillclimb Race Series hills. Indian once dominated hill climbing and entered the 2020 series' new Twins class armed with a modified Indian FTR750 hill climber, piloted by the company's newest factory rider and 10-time AMA Pro Hillclimb Champion John "Flying" Koester. Regarded as one of the sport's top riders, Koester was the first U.S. racer to win all three National AMA Pro Hillclimb titles in a single season. "It's an honor to represent Indian Motorcycle as it makes its dramatic return to Hillclimb

Racing on the same machine that changed the game for flat track racing over the past four years," said Koester. "We're excited to unleash the FTR750 on the hill, with our minds firmly fixed on the ultimate goal of capturing a championship." Koester, along with his father and crew chief Gordy Koester,

spearheaded the dramatic transformation of the FTR750 from a flat track race bike to a full-fledged hill shredder. Modifications include an extended swingarm, knobby tires, redesigned rear tail and an upgraded Rekluse clutch to account for the increased clutch use demanded by Hillclimb

Racing. The team also worked with S&S to design an exhaust system specific to Koester and his riding position.

"When we created the new Twins class, our intention was to attract leading OEMs like Indian Motorcycle to return to this uniquely challenging and exciting form of racing, and we couldn't be more excited to now welcome Indian Motorcycle back to the hill for the first time in more than 80 years," said Rob Redmann, Director of AMA Pro Hillclimb. "There is nothing like Hillclimb Racing - fast, quick and exciting. We believe brands such as Indian Motorcycle will dramatically impact our ability to draw more fans and help grow this incredible sport."



Ride Solo Together - Triumph and The Distinguished Gentleman's Ride

Triumph Motorcycles and the Movember Foundation have joined forces with the 2020 Distinguished Gentleman's Ride on 27th September for this year's unique event.

With the aim of supporting and fundraising for men's health with this year's ride, and its commitment to men's mental health, the DGR has never been more relevant in light of the momentous challenges the world is facing.

On this day, thousands of gentlefolks worldwide are invited to wear their best dapper and to ride solo to fundraise in support of the research against prostatic cancer and mental health support.

The Distinguished Gentleman's Ride (DGR) was founded in Sydney, Australia, by Mark Hawwa. It was inspired by a photo of Mad Men's Don Draper astride a classic bike and wearing his finest suit. Mark decided a themed ride would be a great way to combat the often negative stereotype of men on motorcycles, whilst connecting the global motorcycling community and to raise funds for a

cause important to every rider.

The event has been attracting an increasing amount of riders year after year since 2012 and, in 2019, new fundraising and attendance records were set: \$6m raised for the cause, with more than 116,000 riders participating across 104 countries.

In order to maintain the DGR's mission, while adapting to this challenging period, the 2020 DGR will be for the first time a solo event, in which participants will embrace the spirit and mood of the Distinguished Gentleman's Ride by 'Riding Solo Together' - riding alone or with their pillion rider from the same household. This new format will enable riders to comply with the different social distancing regulations in place in each country, while sharing their passion for motorcycles, contributing to the Movember cause and spreading awareness through social media.

Triumph is proud to once again partner with The Distinguished Gentleman's Ride to support this incredible event and to encourage every Triumph fan to support the DGR and to dress dapper,



ride and donate while observing clear social distancing regulations that each country has in place.

In addition, Triumph is donating four brand new motorcycles from its

Modern Classic range to be gifted to the three highest fundraisers worldwide and to the winner of the Gentlefolk Competition.

www.gentlemansride.com

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LATEST NEWS

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Halbert and Mees Take Wins at AFT Springfield Miles

Rounds 5 and 6 of the 2020 AFT series saw a triple-header with two Springfield Mile Super Twins and Production Twins races at Springfield, Illinois, on September 5 and 6, after an AFT Singles Short Track on Thursday September 4th.

In the first, Saturday's AFT SuperTwins presented by Vance & Hines Main Event Springfield Mile I presented by Memphis Shades, Sammy Halbert (No. 69 Coolbeth-Nila Racing Indian FTR750) provided an undeniable reminder of his immense talent to take the win with a commanding performance.



Pos	Rider	Bike	Points	Volusia Half-Mile I	Volusia Half-Mile II	Indy Mile I	Indy Mile II	Springfield Mile I	Springfield Mile II
1	Jared Mees	FTR750	132	1 *	1 *	3 #	2 * #	2	1 * #
2	Briar Bauman	FTR750	119	2	2 #	1 *	1	7	3
3	Sammy Halbert	FTR750	95	3	4	2	5	1 *	15
4	Brandon Robinson	FTR750	88	6 #	3	11	4	4	2
5	Bronson Bauman	FTR750	81	4	7	4	6	8	4
6	Davis Fisher	FTR750	71	9	5	8	11	5	5
7	Brandon Price	FTR750	70	5	6	5	8	6	14
8	Jeffrey Carver Jr.	FTR750	61	17	9	7	7	3 #	11
9	Bryan Smith	XG750R	60	11	12	6	3	17	6
10	Dalton Gauthier	XG750R	53	7	11	9	18	9	7

* Lap Leader # Best Qualifier

"Slammin' Sammy" has long been regarded as one of the elite riders on the AFT scene, but his 14th career Grand National Championship race win came as his first in more than four years. Over that span, he'd found himself on the wrong end of Indian Motorcycle's recent series domination. Now that he's got an FTR750 of his own, Halbert once again figures to be a significant factor in the '20 AFT SuperTwins title fight.

Multi-time champ Jared Mees (No. 9 Indian Motorcycle/Progressive Insurance FTR750) brought it home in second, with Jeffrey Carver Jr. (No. 23 Happy Trails Racing FTR750) third, Brandon Robinson (No. 44 HCRR Racing/Ben Evans Racing Indian FTR750) fourth and Davis Fisher (No. 67 BriggsAuto.com Indian FTR750) fifth.

Reigning Grand National Champion

Briar Bauman (No. 1 Indian Motorcycle/Progressive Insurance FTR750) finished in seventh, 0.150 seconds behind Brandon Price (No. 92 Roof Systems of Dallas, Texas Indian FTR750). As a result, Mees had reclaimed the points lead and remains the sole rider with a perfect podium record for the season.

Brandon Price, Briar Bauman and Bronson Bauman were 6th, 7th and 8th respectively on their FTR750s, with Dalton Gauthier and Jarod Vanderkooi bringing home the leading Vance & Hines backed XG750R Rev X Harley factory bikes in 9th and 10th.

In the second, the Vance & Hines backed SuperTwins race, on Sunday 6, Jared Mees (No. 9 Indian Motorcycle/Progressive Insurance FTR750) went one better at the Illinois State Fairgrounds in Springfield, Illinois, adding to his burgeoning Mile

legend with a triumphant ride in Sunday's thrilling Springfield Mile II presented by Memphis Shades.

Brandon Robinson (No. 44 HCRR Racing/Ben Evans Racing Indian FTR750) was second, ahead of reigning Grand National Champion Briar Bauman (No. 1 Indian Motorcycle/Progressive Insurance FTR750) third, his brother Bronson Bauman (No. 37 Indian Motorcycle/Progressive Insurance FTR750) fourth, with Davis Fisher (No. 67 BriggsAuto.com Indian FTR750) fifth.

The three Vance & Hines backed Harley factory team XG750R Rev X's of Bryan Smith, Dalton Gauthier and Jarod Vanderkooi came in 7th, 8th and 9th respectively, with Dan Bromley on another FTR750 in 10th.

As a result, Mees boasted a relatively healthy title advantage over primary

rival Bauman (132-119), with Halbert in third as the series headed for the Williams Grove Speedway Half-Mile double-header at Mechanicsburg, Penn.

AFT Production Twins

Ryan Varnes (No. 68 RVR/RoyBuilt Don's Kawasaki Ninja 650) won his first-career Mile win in Saturday's AFT Production Twins Main Event, ahead of Chad Cose (No. 49 Wally Brown Racing Harley-Davidson XG750R) second, and Ben Lowe (No. 25 Roof Systems of Dallas/Bruce Lowe Excavating Yamaha MT-07) third.

The following evening, in the second Springfield Mile Production Twins Main Event, points leader James Rispoli (No. 43 Latus Motors Racing Harley-Davidson XG750R) extended his championship lead, with Ben Lowe second this time, ahead of Chad Cose, third.

AFT Singles

The AFT Singles saw two Main Event Short Track races staged on the same evening (Thursday September 4th).

In the first, Dallas Daniels took the win (No. 32 Estenson Racing Yamaha YZ450F), ahead of Henry Wiles second (No. 17 RMR Honda/Honda Talon CRF450R) and Morgen Mischler (No. 13 Roof Systems DFW/Duffy Fleet Services KTM 450 SX-F) third.

In the second race, exciting rookie Trevor Brunner (No. 211 Demske Racing/KMA Racing Honda CRF450R) was ahead of Henry Wiles, who again had to settle for second, with Max Whale on a Kawasaki KX450F in third. After the Williams Grove Half-Miles (Mechanicsburg, Penn., September 11th and 12th) come the Dallas Half-Mile double-headers at the Devil's Bowl Speedway (September 25 and 26), the Atlanta Short Tracks (October 2nd and 3rd), Charlotte Half-Miles (Concord, NC., October 9 and 10), with the season finale at Daytona Beach on October 15 and 16.

Briar Bauman Scores Indy AFT Double Header Wins

After nine years of trying for a first AFT Mile win, reigning Grand National Champion Briar Bauman (No. 1 Indian Motorcycle/Progressive Insurance FTR750) added his name to the list of American Flat Track legends to win at the Indiana State Fairgrounds & Event Center with an imperious victory in Friday night's Indy Mile I - one that he backed up 24 hours later with a tactical win in the Indy Mile II.

Friday night saw Bauman celebrate the milestone performance with a home run swing of the checkered flag, signifying the completion of his career Grand Slam, adding a first-career AFT SuperTwins presented by Vance & Hines Mile triumph to his earlier Half-Mile, TT and Short Track wins.

Sammy Halbert (No. 69 Coolbeth-Nila Racing Indian FTR750) took second, with multi-time GNC champ Jared Mees (No. 9 Indian Motorcycle/Progressive Insurance FTR750) third.

On Saturday 22nd, the Indy Mile II saw Briar Bauman top the podium ahead of Mees second and Harley-Davidson, Vance & Hines rider Bryan Smith posting the first podium of the year for the XG750R in third.

The AFT Singles presented by Russ



Brown Motorcycle Attorneys saw second-year pro Brandon Kitchen (No. 105 Donley Excavating/TCD Suspension Honda CRF450F) outfox the most experienced riders in the AFT Singles class with a dramatic final-lap upset victory ahead of Henry Wiles (No. 17 RMR Honda/Honda Talon CRF450R) and Mikey Rush (No. 14 Estenson Racing Yamaha YZ450F) third.

The following evening saw Wiles go one better taking the win ahead of Cole Zabala (No. 51 Cornerstone

Masonry/B&M Masonry CRF450R) with long-time AFT Singles standout Shayna Texter (No. 52 Red Bull KTM Factory Racing 450 SX-F) giving the KTM Factory Racing 450 SX-F a second Podium of the year in third. In the AFT Production Twins Class, Ben Lowe (No. 25 Roof Systems of Dallas/Bruce Lowe Excavating Yamaha MT-07) finally broke through to claim his maiden AFT victory in the Class Indy Mile I on Friday 21st, with James Rispoli (No. 43 Latus Motors Racing Harley-Davidson XG750R)

second, ahead of Chad Cose (No. Wally Brown Racing Harley-Davidson XG750R).

In the Production Twins Indy Mile II on Saturday 22nd, James Rispoli went one better with the win, his first in AFT competition in more than a decade, ahead of Cory Texter (No. 1 G&G Racing/Roof Systems Yamaha MT-07) second, and Nick Armstrong (No. 60 Lessley Brothers Racing/Competitive SheetMetal Yamaha MT-07) third.

Next up will be a Springfield tripleheader. The AFT Singles will kick the weekend off in Springfield, Illinois, with the Springfield ST on Friday, September 4. After that, the AFT SuperTwins and AFT Production Twins will take over for two days of racing at the "World's Fastest Mile," with the Springfield Mile I on Saturday, September 5, and the Springfield Mile II on Sunday, September 6.

The following weekend is the Williams Grove Half-Mile double header at Mechanicsburg, Pennsylvania, followed by the Dallas Half-Mile September 25 & 26; the Atlanta Short Track on October 2 & 3; Charlotte Half-Mile on October 9 & 10 and the season finale (TT) at Daytona on October 15 & 16.

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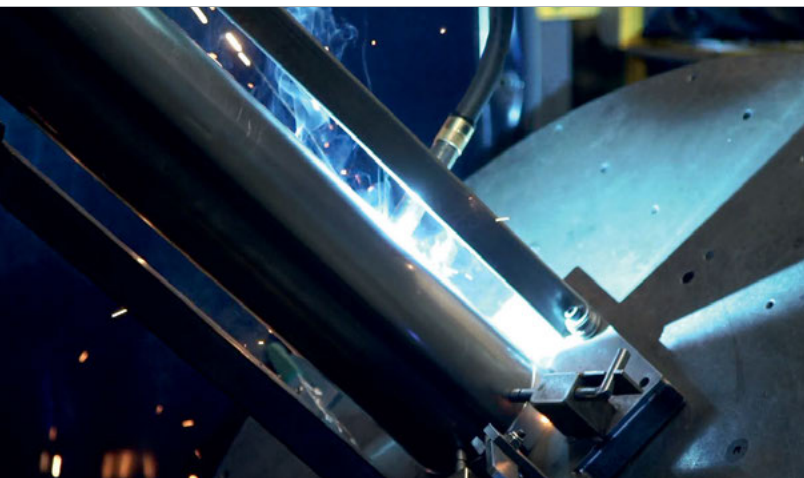
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PICTURES BY Vance & Hines

A DAY IN THE LIFE OF A 'TORQUER'



Remember those far off days when you could just jump on a flight, rent a car and go visit whoever you wanted to? I do, and I already miss them! In January this year, just before the severity and impacts of the pandemic became fully apparent, I found myself in the Vance & Hines factory in California, and what a difference the great MAG 'Unwind' has made...





Mike Kennedy, President - the ex-Harley man has navigated Vance & Hines through the MAG 'Unwind', and inherited the race relationship with his Alma Mater that he was responsible for putting in place with Terry Vance more than a decade ago.



35 year Vance & Hines veteran. Eddie Tejas



Performance geek Byron Hines (left) and drag racer Terry Vance founded their exhaust manufacturing business in California in 1979.

The decade since the 2007/2009 financial crisis has been tough for most manufacturers in our industry, and now bookended by the COVID-19 triggered recession, the progress made in those ten years is now up for grabs.

For a small group of manufacturers, of which Vance & Hines is arguably the most prominent, the added trauma of the acquisition of parent company Motorsport Aftermarket Group (MAG) by Lacy Diversified (LDI) in 2014 and the 'merger' with Tucker Powersports didn't help matters.

As MAG CEO Hugh Charvat observed in 2019, it was the kind of tall omni-channel business model that looked good on a wipe clean board to a bunch of MBA private equity types, but in fact it turned out that it was MAG itself that was as much of the problem as the continuing atrophy in parts and accessory industry sales.

However, the MAG 'Unwind' of 18 months ago saw each of the individual group companies start to report directly to the Private Equity ownership group - Monomoy Capital Partners, Contrarian Capital Management and Blue Mountain Capital. Ever since then, all the constituent components of the Group have been on an upward trajectory - in the capable hands of John Potts, industry veteran Eddie Tejas, Tom Trobaugh and ex Harley man Mike Kennedy, but none more so than Vance & Hines themselves.

Charvat had quickly concluded that the LDI acquisition of MAG and 'merger' with Tucker was

fundamentally flawed. At best, the integration of manufacturers, brands, distribution, retail and even media into a multifaceted channel-busting business model was predicated on assumptions about ongoing market growth that never materialized.

At worst, in a relationship-driven industry the new structure isolated the brands from their traditional core customers and from the source of their capital requirements. Reporting through MAG was like "trying to conduct brain surgery while wearing boxing gloves," as one of the company presidents put it to me in the summer of 2019. Decisions were

taken on a Group basis, each individual component shaping the whole, rather than on the merits of the needs and differences between the individual businesses, resulting in none of the decision-making outcomes being specifically right for any of them.

When I visited with John Potts and Mike Kennedy at the Vance & Hines headquarters facility at Santa Fe Springs, California, earlier this year, I found a business whose sense of purpose, ability to determine its own path and vision for its future were liberated and racing forward with a renewed sense of opportunity and freedom.



Torquer 450 - seen here in chrome on the Road Glide.



Torquer 450 in black with black end caps.



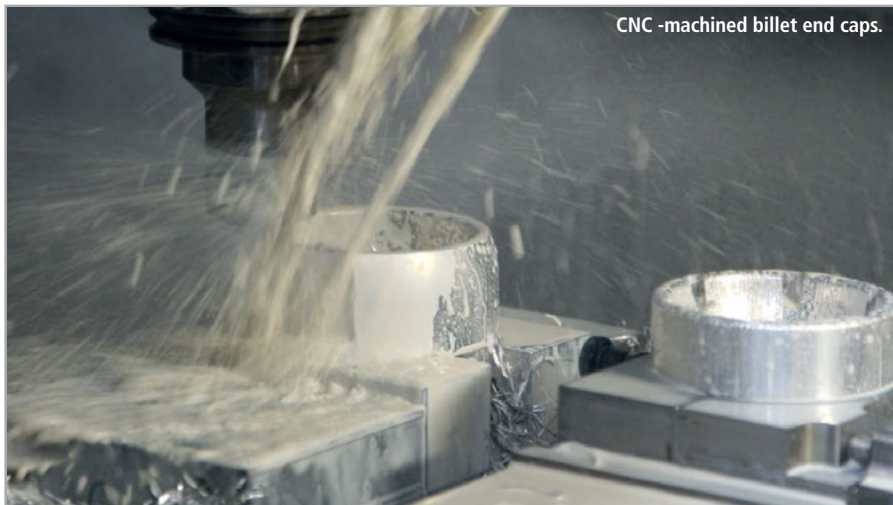
Spin forming can be used to economically produce an "axially symmetric" and seamless part with a complex radial geometry and degree of precision that is not always possible with processes such as hydroforming, stamping, forging or casting.

Those tasked with keeping the product range current manufacturing up to standards, and the company's sales and marketing moving in the intervening years, especially during and since the 2018 MAG bankruptcy protection filing, had done a fine job in what had appeared to be increasingly difficult circumstances. Emergence from the filing and a sequence of new starts following it did no better at 'fixing' the MAG issues than all the other fixes that had gone before. But as 2020 dawned, with bright and shiny new opportunities, the company was all set to reap the benefits from manufacturing improvements, relationship rebuilds and a brand new program of M-

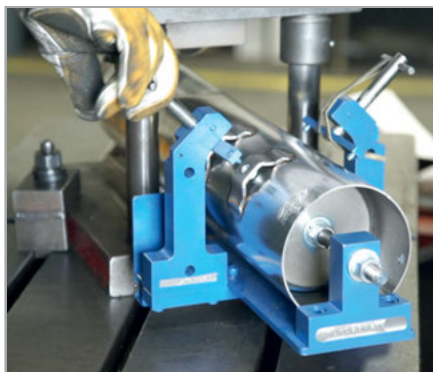
8 exhausts that delivered on the often contradictory priorities of 50-State emissions compliance, improved power and, their primary targets, great sound at a market savvy price-point.

That new program was the M-8 (and Twin Cam) 'Torquer 450' mufflers and, despite the complications of the past nine months, the market response to them has made it a full year of R&D investment well spent.

Vance & Hines has 'form' where big diameter mufflers are concerned, of course. At a time when 4-inchers were the 'Big Boys' on the block, Vance & Hines knocked it out of the park with the market's first 4.5" diameter mufflers.



CNC -machined billet end caps.



The 'Secret Sauce' - the patent pending LS275 baffle "addresses the issues encountered when trying to develop the right sound and power from an oversized muffler."

Available in chrome or black finish, this year's Torquer 450 slip-ons are their newest entry into the 4.5-inch diameter segment of the exhaust market that they created, and 35 year Vance & Hines veteran Eddie Tejeras says that they are the best performance of any Vance & Hines slip-on exhaust yet produced. "Listening carefully to riders at the rallies we attend, and based on the miles we do testing our products, the overwhelming feedback from M-8 owners was that they wanted a sound that was both emissions compliant and that expressed the new level of smooth power that Harley had delivered with the new engine.

"Of course, they also wanted it at an affordable price. The sweet spot that we kept hearing was \$599.00 MRSP - that would have to be the target, so we threw that one at our R&D and engineering teams, and a year later they delivered."

Mike Kennedy, V&H President, picked up the story: "The target was to give the market a 4.5" muffler with a billet end cap and the quality and reliability that the Vance & Hines name has always meant. The result is the 'Torquer 450,' and part of the secret to being able to deliver such an awesome product at such an exceptionally good price-point has been the huge strides that we have been able to make to improve production timeliness through manufacturing efficiency and flow improvements following the 'Unwind'.

"We have been able to implement changes and develop processing to the point where we can laser-cut the 4.5" raw material, spin-form the tube, stamp it with the V&H brand ID, assemble the completed muffler with the CNC-machined billet end cap and baffle, and get it through shipping and get it loaded

ready for delivery, all in just one day - and all with that magic \$599.00 MRSP start-point to make them the lowest priced 4.5" mufflers on the market."

If there is R&D 'secret sauce' to the engineering that has made the 50-State emissions compliance and sought-after sound and performance possible, then the all new patent pending LS275 baffle is it. Designed to deliver the required sound and power, "it addresses the issues encountered when trying to develop the right sound and power from an oversized muffler," says Mike. "That is what our team achieved with the new LS275 baffle."

"When we develop a new baffle, we start with a clean sheet," explains Eddie. "Our engineers begin in CAD, work through several designs, and then our R&D fabricators build prototypes that we take to our testing department. We'll often go through many iterations until we find the right formula that checks all the boxes.

"With the LS275, we didn't want something that was just going to be louder. It had to have great performance and the right kind of tonal quality - the convincing, characterful sound that our riders told us they were looking for.

"Through all the work that went into this project, we finally arrived at something that is so unique that we knew we had to apply for a patent on it. Everyone on the team felt that with the free flowing LS275 we had hit on something special, and the response from our customers has been the proof that we got it right - they love it."

Let's face it, nobody loves the sound and feel of a Harley-Davidson more than Hall of Fame drag racer and co-founder Terry Vance. "I was hearing the same as everyone was on our show trucks. Consumers wanted better sound from their M-8 Harley touring bike exhaust. Simple.

"On my annual trip to the Sturgis Rally, other riders told me they couldn't find slip-ons that delivered great sound from a 4.5 inch on the M-8, so it was clear - we needed to reinvent the 4.5-inch category that we had created.

"Milwaukee-8 motors do tend to favor a more open type muffler, especially when big bore kits are added, and after less than a year of having them on the market, the feedback we are getting is that although we designed them for the stock M-8 configuration, unusually for a replacement slip-on they would also be great with a flowed header (like our Power Duals) on a 131 motor.

"Down the years we have also learned that style is important to every rider, more than most exhaust manufacturers realize, so the new mufflers were also

designed with maximum visual impact. The huge 4.5-inch diameter and new, stylized billet end caps make a strong visual statement - one that matches the performance and the deep, throaty sound. Having celebrated our 40th anniversary last year, the 'Torquer 450' has been a great project with which to start our fifth decade."

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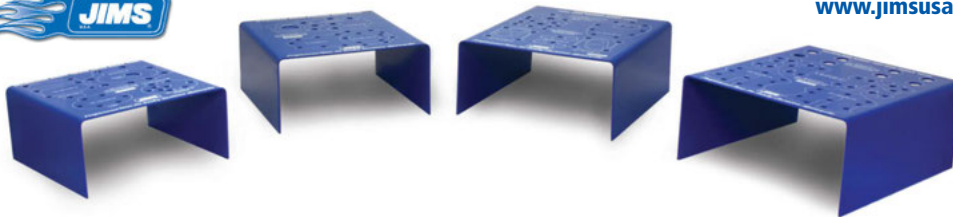
M-8 Hardware Organizers

Disassembling powertrain components like engines and transmissions can be a complicated task. In an effort to keep the technician organized and efficient, JIMS has developed a new set of Milwaukee-Eight specific hardware index tools to store and organize bolts while parts are disassembled.

JIMS has added a new magnetic storage feature that will capture slip fit dowels as well. The stands are sold in a 4-piece kit - top end, cam chest, transmission and primary - or they can be ordered individually. The tools nest for efficient storage. As an added feature, the stands can be placed on their side to assist in the application of Loctite when re-assembling components. These tools are made by JIMS at its Camarillo, California facility from 13-gauge aluminum magnesium alloy sheet, powder-coated in JIMS blue and silkscreened for hardware position and frequently used torque specs.



JIMS
Camarillo, California, USA
Tel: 805 482 6913
sales@jimsusa.com
www.jimsusa.com



'Daddy Long Legs' Kick Flip for Baggers

New from legendary Californian custom seats specialist Le Pera, this 'Daddy Long Legs' version of its popular Kick Flip custom seat for 2008-2020 Baggers, "the maximized back support and ample seating area offer plenty of options."

Seen here in Basket Weave seating area finish (Diamond Stitch, Pleated Stitch and new Gripp Tape material also available), it features a 12.5" wide driver seating area and, especially made for taller riders, it moves the legs approximately 2" back from the original/standard 'KickFlip' geometry.

"Available for most Harley models, this is the perfect seat to take advantage of our Biker Gel and other various custom options such as leather seating and full leather," says Bob Le Pera Jr.

Still handcrafting all its seats at its North Hollywood, California headquarters after more than 45 years as the market's design leader, all Le Pera seats feature a powder-coated steel base plate, a specially poured high density "Marathon" molded



foam foundation and double-stitched, handcrafted cover with bonded polyester thread for durability.

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North Hollywood, California, USA
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info@lepera.com
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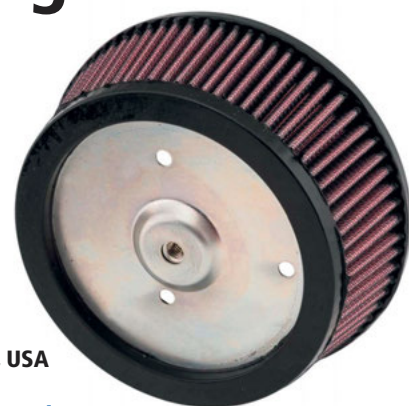


Twin Power Screamin' Eagle Replacement Air Filters

Twin Power air filters for Screamin' Eagle kits are described as high quality, long lasting replacements with a precision hand-poured design and urethane construction that will not crack or curl.

Twin Power Brand Manager James Simonelli says "our air filters will provide maximum air flow and peak filtration. Made with four layers of high-flow surgical cotton gauze for superior filtration, we specified these filters to be genuinely 100% washable and reusable."

The design features include durable, epoxy-coated wire mesh and there are fitments for all Screamin' Eagle 7" OD and many SE Big Twins (including Dyna, FLH, FLT etc.) and Sportsters.



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Rekluse Announces Full Product Line for 2014+ Indian Thunder Stroke Models

Boise, Idaho based Rekluse has released its full product line for Indian Chief, Chieftain, Springfield and Roadmaster models including its RadiusX and TorqDrive clutches.

The RadiusX automatic clutch combines the TorqDrive, with its four extra friction discs, and EXP technologies to fit within the existing OE clutch components and deliver higher torque capacity and increased power transfer.

The company says that riders can take off and stop stall-free in gear without using the clutch lever and benefit from 20% reduced lever pull effort - retaining standard clutch lever function with full override.

Used in a manual clutch set-up, TorqDrive is a high-performance clutch pack designed to decrease slip and unlock the full power of the engine. The thin friction disc technology allows more discs to fit in the OE clutch footprint (+5 friction discs), increasing torque capacity by over 20% for stronger clutch engagement and smoother shifting with lighter clutch pull (reduced by 20%) and no compromise in power delivery - the steel core friction discs are said to provide improved heat dissipation and longer clutch life.

Rekluse President, Sean Brown, says: "Our new auto and manual clutches for Indian Thunder Stroke models represent the next step in growing our V-twin presence, giving more riders access to our high-performance



clutch technology. The unique clutch design of the Thunder Stroke platform challenged the team to adapt our technology and created the opportunity for us to really customize the performance for the motor. "These products showcase our passion for improving the riding experience. We are excited to get these clutches in customers' hands and for them to experience all of the benefits they offer."

REKLUSE MOTOR SPORTS
Boise, Idaho, USA
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customerservice@rekluse.com
www.rekluse.com

Bagger Nation - Phoenix Light Pod Kits

Paul Yaffe's Bagger Nation



Paul Yaffe's Phoenix, Arizona based Bagger Nation says that its Lightning Bolts CoB LEDs (Chip on Board LED Technology) are a customer favorite "because they are remarkably versatile - they can be mounted anywhere you can drill a 7/16" hole.

"To make that even easier, we offer four distinctively different light mounting plates. Called 'The Phoenix Lights', they have been designed with versatility in mind and to offer the widest imaginable range of options.

"Each is an array of perfectly aligned lights with small bolt-on billet mounting plates and options of two, three or four lights for any Bagger, Dyna, Softail, Sportster, car, boat or spaceship!

"If there is room, you can mount your lights perfectly with these pods. Each plate is CNC-machined from 6061-T6 aluminum for strength and durability - a printable alignment sticker is available to download for precision positioning in the alignment and place of choice.

"Choose from Bi-Pods, Tri-Pods and Quad-Pods - use one set or get creative and combine them for a truly out of this world custom lights effect."

For more information turn to pages 6-7

PAUL YAFFE'S BAGGER NATION
Phoenix, Arizona, USA
Tel: 602 840 4205
bpitmon@paulyaffeoriginals.com
www.baggernation.com

Kodlin Lower Riser



Designed for 2018 and up M-8 Softail Breakout models, this is a "stylish must" for the Breakout, especially when doing a handlebar conversion and needing to replace the stock pullback riser. It works with the stock upper clamp and speedometer housing, is made from forged aluminum for durability and strength and is an easy install available in black or chrome. They are sold in pairs, and come with installation instructions and TÜV documents. Kodlin Motorcycles & Parts, www.KodlinUSA.com





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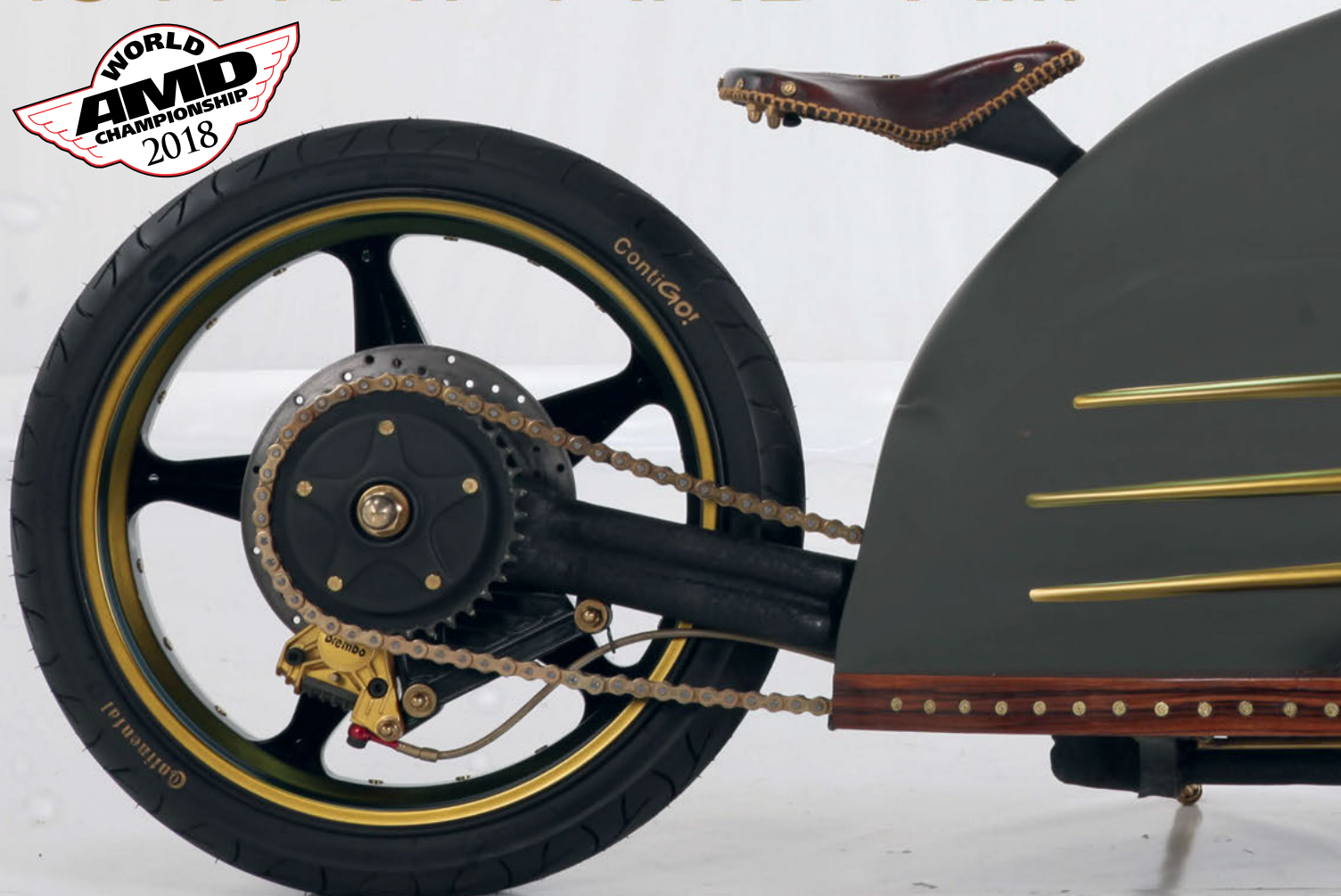
One of the enduring characteristics of the AMD World Championship is the stage it provides for the most unlikely platforms - bikes, generally older models, that would never normally appear in a conventional custom bike show fit right in at the 'AMD' - a home for craftsmen for whom 'conventional' just doesn't cut it.

Of the many such travellers down the road less travelled in 2018 was Swen Weber (SW-Customs, Bochum, Germany) and his outstanding 1970 'Simson Phantom 3' - a remarkably modified Simson KR51/1 'Schwalbe'

(Swallow) two-stroke scooter that had been a mainstay of the factory at Suhl in Thuringia (in the former East Germany), from its first iteration in 1964 through to when the factory retired the design in 1986.

Originally known for four-stroke motorcycles (branded AWO), at its 1960s and 1970s peak, Simson produced up to 200,000 two-stroke mopeds, scooters and motorcycles a year and employed more than 4,000 people. The company could trace its origins back to 1856 as a steelhammer works and at various stages produced a wide range of goods, including cars, early bicycles and guns.

1970 SIMSON 'SWALLOW' 15TH AT 'AMD' XIII





Like so many East German engineering businesses, times were tough after the collapse of the East German state when the Berlin Wall came down in 1989, and the final Simson branded machine was produced in 2002.

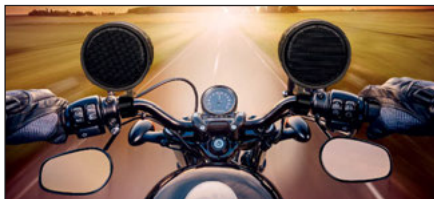
Swen's 1970 example KR 51/1 started out as a 50 cc machine producing 3.6 hp. In the hands of Daniel Hofer it was tuned to 85 cc/16 hp, and while the design cues of the original are still evident in Swen's interpretation, the futuristic, tech-rich design he turned up to the 'AMD' with is simultaneously a thing of beauty and craftsmanship.

Highlights include a Thunderbike 260 mm travel airride kit, Brembo brakes, Harley Fatbar handlebars, Motogadget speedo, electrically operated side cover to access the two-stroke engine and electric ignition, custom made fuel tank, LED lights, adjustable front shock absorbers, custom fabricated exhaust and manifold, running board and accessories with rosewood inserts and detailing, concealed cables and, and, and - all beautifully finished in NATO matte green!

OW'



BOSS Weatherproof Powersports Bluetooth Speakers



Oxnard, California based BOSS Audio Systems has introduced a new amplified black chrome, weather-resistant powersports Bluetooth system featuring "one-of-a-kind upgrade speakers" that are compatible with the audio output of iPods, Smartphones and MP3 players. "Our new black chrome Bluetooth-enabled, IPX-5 rated motorcycle and ATV sound system is the ideal system for all powersports applications," said Greg Orlando, National Sales Manager of BOSS Audio's powersports line-up. "With easy power and ground installation, this system installs quickly and delivers incredible sound and easy connectivity. Riders can connect their devices through



Bluetooth or the 3.5 mm auxiliary input and control their favorite music wirelessly or hard-wired directly from their smart device. Since the MCBC425BA is weatherproof, it works well on all terrains." Additional features and specifications include built-in amplifier, aux input, Smartphone or MP3 player control, handlebar mount and adjustable brackets.

BOSS AUDIO SYSTEMS
Oxnard, California
Tel: 805 751 4853
www.bosssaudio.com

M-8 Shock Options



Shown here with or without remote reservoir for adjustable preload, these 465 Series shock absorbers by Progressive Suspension are a gas monotube design utilizing a 46 mm bore and deflective disc piston for precise damping. The beefy 16 mm hard-chrome shaft rides on custom Viton seals for low friction and leak-free life. Threaded body and a five-position rebound adjuster allows for fine-tuning to match the owner's riding style and load. Available with options including a standard rate or heavy duty spring and stock length.



465 Series
with remote
reservoir

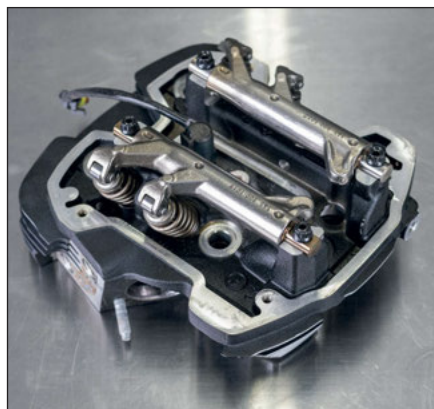
M-8 Forged Roller Rocker Arm Upgrades

S&S Cycle's engineers have addressed a potentially important issue in M-8 engines. Big lift cams can open up the high rpm potential of the M-8 powerplant, but they can also add stress to the stock valvetrain geometry.

Valve thrust and valvetrain wear in big lift cam applications drove S&S engineers to design stronger, more durable components that will help dealers and riders get the most out of the M-8, and first on the list was forged roller rocker arms.

These new rockers are stronger, more durable, and designed to be easier on the rest of the top end. Oil routing is updated and is now sprayed directly on the valve springs, helping cool and lubricate these hard working parts.

Compatible with stock and most CNC-ported heads, they feature a 1.640 ratio, which is capable of up to .650 valve lift. S&S says that "we think these are an essential modification for increasing the longevity of valvetrain components, particularly with cams running .550 or greater lift. Making big, reliable



power has always been what we do best, and these new forged roller rockers are a solid addition to our M-8 performance parts line."

S&S CYCLE INC.
Viola, Wisconsin, USA
Tel: 608 627 1497
sscust@sscycycle.com
www.sscycycle.com



The 465 is custom-tuned for each application, from the damping and spring rate all the way down to the jounce bumper and offers five positions of rebound adjustment.

Also seen here, Progressive Suspension 429 Series shocks are a high-pressure gas monotube with internal floating piston, deflective disc damping and threaded preload adjuster.

All models are available in standard and heavy duty 12.2", 12.6", 13.1" and 13.5" and backed by a lifetime warranty.



429 Series

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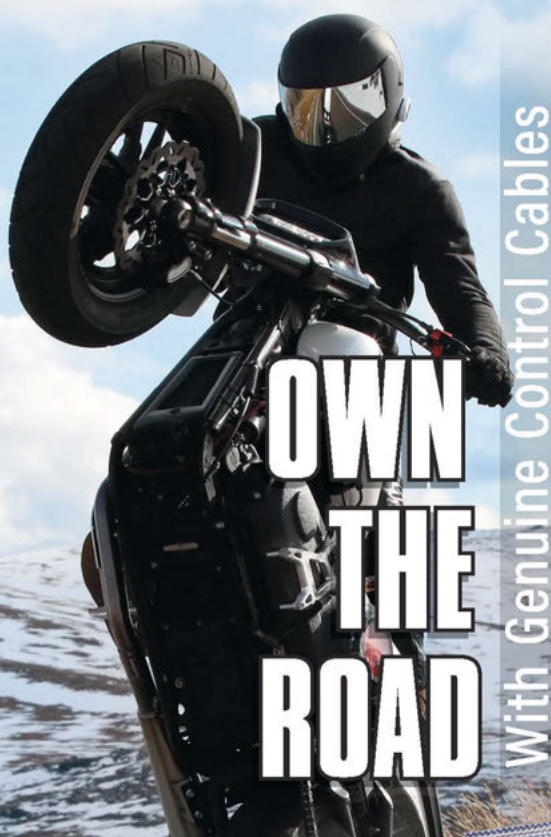
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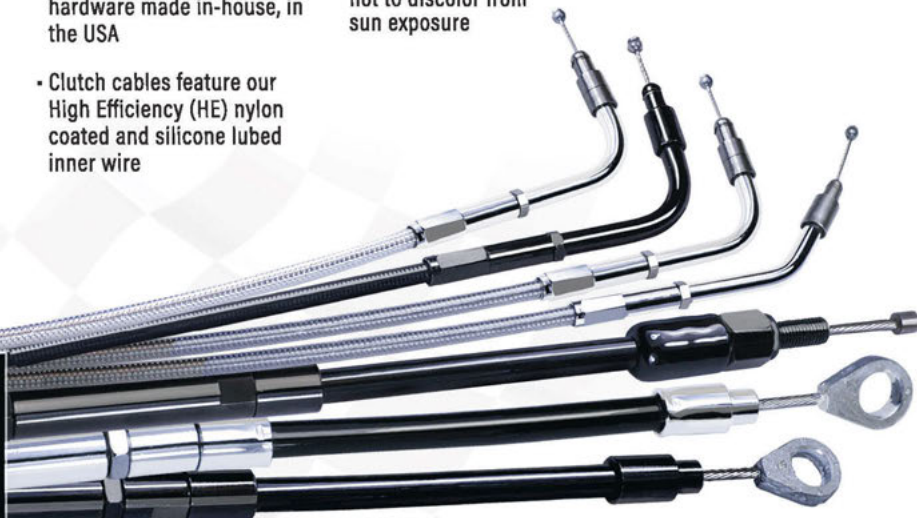
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Pro Heavy-Duty Pin Spanner Allows Precision Torque Setting

This Pro heavy-duty pin spanner from Loomis, California based specialist Motion Pro is an innovative specialty service tool designed to provide better control and range when working with pin spanner components.

Pin spanner components are unique and can be found most commonly on precision motorcycle suspension components. Pin spanner sizes vary, so Motion Pro aimed to provide the primary sizes that a professional tech or home enthusiast may need to remove most components with ease.

Motion Pro's heavy-duty pin spanner includes 3 mm, 4 mm and 5 mm hardened steel pins, which can be quickly changed using a 7 mm open end wrench.

Fastening to precise torque settings is difficult with standard pin spanner wrench designs, but the 3/8" drive feature included with the Motion Pro heavy-duty pin spanner allows for additional control and use of a torque setting driver to achieve proper torque specifications.

A long-handled 3/8 driver can also be used for more leverage and a secure pull for removing stubborn pin spanner components. The Motion Pro heavy-duty pin spanner is all-new and provides great features for powersports mechanics and enthusiasts needing the right tool for the job.



In suspension terms, the most common use of pins is in the installation and removal of shock absorber reservoirs, screw-in seal heads, fork caps and bearing retainers. The freely pivoting, curved low profile arms of the billet heat treated steel, durable black oxide treated Pro heavy-duty spanner have a range of 10.5 mm to 150 mm.

This patented design has a maximum torque rating of 70 lb-ft, and the body of the tool is backed by a lifetime warranty. Replacement pins additionally available.

MOTION PRO
Loomis, California, USA
Tel: 650 594 9600
www.motionpro.com

FTR 1200 Adjustable Cartridges

Ideal for track and road FTR 1200 riding and fully adjustable for optimal driving in all conditions, the LCRR front suspension by Italian specialist Mupo "has been designed to transform the original forks into high performance road eating bend huggers," according to Sales Manager Leonardo Borghi.

The name derives from the expression "left compression, right rebound", used to describe modern forks with separate and independent hydraulic adjustments.

The 25/30 mm cartridges have 25/30 mm pistons manufactured in zinc aluminum alloy (Ergal) and have progressive system calibration with a 12 mm rod in Ergal, floating rod guide bushing, chrome-silicon steel springs with Ergal spring guide and fork caps with spring preload on bearings and breather screws. Adjustments are 40 clicks of compression and extension and 30 clicks of spring preload (15 mm).

By simply replacing the entire original cartridge group with the LCRR, equipped with oversized pistons with progressive system, greater driving precision and better performance are guaranteed in terms of stability, handling and ability to read, ride and respond to the irregularities of the asphalt surface.

The spring preload adjustment in both legs makes it easy to find the ideal setting for additional loads or riding two-up while still maintaining comfort and driving dynamics. The wide range of Mupo springs available means it is possible to customize the front forks for weight and riding style when ordering.

Mupo suspension products come with a two-year warranty as standard - this can be extended to six years by following the review and maintenance schedule per the product service book.



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APM - Belts, Belts and More Belts

Santa Fe Springs, California based performance replacement clutch specialist American Prime Manufacturing brings President Ben Kudon's 40 years of industry experience as a dealer, distributor and manufacturer to a wide range of transmission parts and related components.

"I started American Prime to fill a void that exists in the motorcycle aftermarket industry. Down the years I have had experience of not being able to source particular products either because they are scarce and hard to find, only available as cheap imports or knock-offs, or simply not offered anymore.

"American Prime fills in those gaps and offers a range of performance upgrade replacements backed by superb customer service."

Last month we featured one such example of a hard-to-find replacement - APM's new Comp Master clutch kit assembly for all pre-Evo Big Twins with early dry style clutches (1936 - 1984). The month before we featured the Comp Master 304 stainless steel base advance assembly with center post, pivot pins and the weights coated with a specially formulated polymer coating.

This month we are featuring a selection of American Prime primary drive belts in 8, 11 and 14 mm made in Kevlar or fiberglass cord. "Many of these belts are seemingly impossible to get, especially when you need them in a hurry," says Kudon.

"We have final drive belts in 24 mm (used on current manufactured Harleys), 1.125" and 1.50" wide with carbon fiber cord, which is even stronger than Kevlar, and in a huge range of different tooth configurations."



Made in the USA by Gates, belts available include the 1.125" wide (14 mm) APM final drive belt with 136 teeth with polychain carbon fiber final cord fits selected Sportsters; the 1 3/4" wide 11 mm smoothback Kevlar corded polychain primary drive belt fits selected enclosed primary, electric start Primo Brute III Extreme belt drives and Primo Slimline open belt drives; and the 1 3/4" (8 mm) 138-tooth Kevlar replacement belt fits Softail and Dyna models using Primo Brute III enclosed belt drives with 45/68 combo.

AMERICAN PRIME MANUFACTURING
Santa Fe Springs, CA, USA
info@apmnc.us
www.americanprimemfginc.com



SINCE 1982

TWINPOWER-USA.COM

Universal Internal Throttle Cable

Californian specialist Barnett Clutches & Cables' universal internal throttle cable features a Teflon lined housing with stainless steel inner wire, for modern internal throttles.

The cable is complete with inline adjuster and carb/throttle body fitting at one end, with a trim to fit the housing and inner cable. A solder on the slide lift fitting and casing ferrule are also included.

The cable easily routes through handlebar and is available for 45 and 53" housings, with custom lengths available on request.



BARNETT CLUTCHES & CABLES
Ventura, California, USA
Tel: 805 642 9435
info@barnettcables.com
www.barnettcables.com



Time to go 'Thick'



Upland, California based Pro-One Performance Products has added to its range of grips with these 'Thick' grips for Harley-Davidson throttle by wire and cable

applications.
"Dealers and their customers are going to love the first class workmanship on these grips," says Willie Woo, Operations Manager at Pro-One.

"Our team specifically designed this grip for comfort and with the large handed rider in mind. These grips have a great contour styling for better palm feel and are slightly thicker than stock, which eases finger tension when riding.
"They are also heavier than the stock grips, which helps to reduce handlebar vibration.



They are available in chrome or black finishes, and with a straight or twisted rubber inlay design." These grips are for all Harley-Davidson dual cable throttles for standard push-pull throttles 1982-and-up; not for use with Shovel-style single cable throttles. They are available through Drag Specialties.

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SINCE 1982 - AFTERMARKET PARTS & ACCESSORIES FOR

CUSTOM MOTORCYCLES

Legroom-Friendly 'Sidekick' Air Cleaners Feature Patented Tech

**ARLEN
NESS**

Available in black, chrome and titanium finishes, 'Sidekick' air cleaners by Ness Enterprises are an angled version of its forged billet air cleaners that "provide excellent legroom and increased airflow. "The performance air filter is made from a black synthetic filter element wrapped in a stainless steel mesh and accepts a clear polycarbonate window to view the intake system in action."

Featuring the Ness patent-pending hidden breather system and patent-pending oil catch/reservoir, they deliver "increased horsepower, torque and mileage and are covered by a California Air Resource Board Executive Order (CARB EO D-639-8)."

The CNC-forged billet aluminum backing plate's hidden breather is O-ringed at the heads, passes through the backing plate and exits inside the mouth of the throttle body through proprietary shooter tubes. This eliminates the need for any external hoses or hardware for a virtually closed loop system that prevents the oil blow-by issues associated with M-8 engines by directing any excess breather oil back into the engine.

The patent-pending oil catch/reservoir ensures no oil saturates the filter and restricts the airflow - the integrated oil catch collects any excess engine oil before it reaches the air filter - the bolt-on design

allows the oil catch to be serviced when the filter element is serviced.

The radius air inlet allows for unobstructed airflow and specially designed breather bolts are hidden under billet covers for a clean look. The black pre-oiled performance air filter is fully washable and re-usable; rain socks/pre-filters and filter kits are separately available.

Outer air filter housing is CNC-machined from forged billet aluminum and features an angled shape for increased leg clearance and detailed CNC machine work. The clear polycarbonate window allows you to view your engine's intake system in action. The polycarbonate is hard-coated for long lasting durability and protection from engine oil and UV sunlight.

'Sidekick' air filters are available for most '99-'17 Twin Cams, '08-'17 FLT Touring, '16-'17 Softail, '16-'17 Dyna FXDLs and '99-'01 F.I. FLT, '91-up XL Sportsters, 2017 and up M-8 models. Will not fit FBW models.

ARLEN NESS ENTERPRISES

Dublin, California, USA

Tel: 925 479 6350

contact@arlenness.com

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Black



Chrome



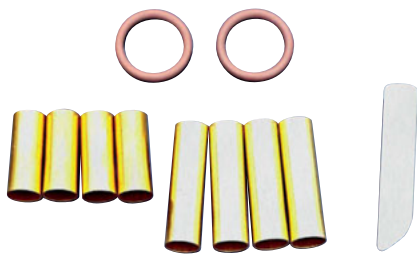
Titanium



Motorcycle Storehouse Additions



DK - Rocker Locker Kit



Evolution and Twin Cam engines make a lot of noise inside the rocker cover. This is due to the way H-D designed the rocker arm installation. The bolt that locks the rocker shaft is not a tight fit at all - when installed it allows the rocker shaft to rotate slightly forwards and backwards in the housing. There it hits the rocker shaft bolt, which provides you with the unnecessary clicking sound. This kit comes with four precision tapered bushings that fit around the rocker shaft bolts when they are installed, which eliminates rocker shaft movement and the annoying click. They are available for all Evolution and Twin Cam models.



Roeg - 'Greg' Track Jacket

New from Roeg moto co., the 'Greg' men's track jacket is made from a soft knit and with vintage motorcycle inspired striping and multiple graphics. This premium jacket can be worn as an extra layer.

Wera - Joker 6004 Self-Setting Spanner Wrench



Innovation and quality are what makes Wera famous - a German tool manufacturer that feels it's okay to be different. The 6004 Joker series is a different kind of design. This tool is similar to a regular adjustable wrench in terms of functionality, but being auto-adjusting with smooth jaws, it offers a surprisingly secure grip on regular hex bolts and nuts without causing damage. Additionally, it has a built-in ratcheting function in the neck with a 30° back-pivoting angle. Available in three sizes.

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Kuryakyn Road Thunder Sound Bar Plus by MTX

Previously available for 7/8", 1" and 1 1/4" handlebars, the Road Thunder Sound Bar Plus by MTX is now available for brackets for 1 1/2" bars. Features include 300 watts of peak power and increased versatility thanks to an integrated USB charging port. An internal 4-channel amp powers two 2" x 3" full-range speakers with dual voice coils and four high-frequency 1" silk dome tweeters with N42 grade magnets for powerful distortion-free sound at any volume level. Durable IP66-rated housings are weather-

resistant, while built-in heat sink and self-protection circuit combat excessive heat



and over/under voltage regulation. An internal 4.1 Bluetooth receiver allows wireless connectivity to any Bluetooth-enabled smartphone or music device, and auxiliary input and output ports connect standard devices via 3.5 mm cable. Includes power, ground and ignition wire for easy disconnect.

KURYAKYN
Somerset, Wisconsin, USA
Tel: 715 247 5008
salessupport@kuryakyn.com
www.kuryakyn.com

Dynamic Amber/White LED Mirrors, Backrest Light

These new dynamic amber/white LED mirrors from North Carolina based Custom Dynamics, manufacturer of the ProBEAM line of custom lighting accessories, combine two banks of forward-facing bright white and amber LEDs behind a smoked lens with a modern teardrop style mirror.



White DRL LEDs are automatically deactivated when the turn signal lamp or hazard warning lamp is activated, providing greater visibility to the amber turn signal. Built-in rear-facing red LEDs, also behind a smoked lens, can be wired to illuminate as turn signal or brake light.

The dynamic amber/white LED mirrors are built with DOT compliant convex glass. They are direct replacement for OEM mirrors on models with 5/16" mounting hole, and mirror adapters for additional fitments are sold separately. Shipping with necessary mounting hardware, they are available with a chrome or gloss black finish with machined stainless steel ball for smooth adjustability. They are sold as left and right-side pair with a lifetime LED warranty. Also seen here, this new dual density LED backrest light for H-D models contains 100 chip-on-board LEDs in either a chrome or gloss black bracket. Plug and play adapter harness is included for simple installation to add an eye-catching rear running light and brake light. Use with H-D sissy bars and



passenger backrests. Backed by Custom Dynamics' lifetime LED warranty.

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FTR 1200 Hooligan Race Parts

Two months ago, Indian Motorcycle released details of a range of Hooligan Racing inspired, RSD designed parts that it is marketing through its dealer network for FTR 1200 riders.

Described as a "collaborative line-up of FTR 1200 parts that brings Super Hooligan racing inspiration to the street," the line-up includes an RSD 'Tracker' wheel set, swingarm stand spools, brake and shift levers, footpegs, frame sliders, handguards, engine cover, brake reservoir covers and handlebar grips.

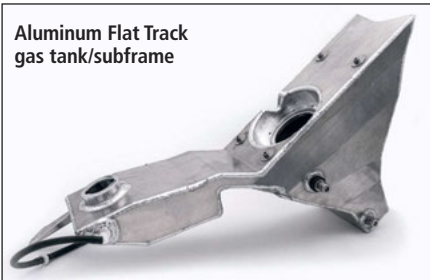
Seen here is another selection of RSD designed parts - this time of FTR 1200 Race Kit parts available for the racetrack from RSD and its distributors.

The initial offer includes an adjustable offset race triple clamp kit, which is said to be "a huge improvement over the stock unit, including everything needed to tighten up turns, increase steering angle and give an ideal riding position," a fully tig welded aluminum Flat Track gas tank/subframe that "shaves weight and adds a ton of style," a "classic tracker fiberglass tail

Adjustable offset race triple clamp kit



Aluminum Flat Track gas tank/subframe



section and seat made specifically for our aluminum gas tank/subframe and a chromoly 3" under tig welded Flat Track swingarm that is stronger, lighter and tighter than the stock unit."

Indian has been the platform of choice for the Roland Sands Design Super Hooligan National Championship race team essentially since the series' inception. "The RSD in-house team has worked closely with the FTR

Flat Track tail section & seat for aluminum gas tank/subframe



Chromoly 3" under Flat Track swingarm

engineers and the AFT Indian Wrecking Crew technicians and developed one-off custom competition components, initially for the Scout, and now for the FTR 1200.

"Although Indian manufactured the FTR 1200 for the street, a massive part of its heart and soul was pulled from Indian's American Flat Track dominance in the Twins class. The FTR evokes that racing spirit in stock trim, and now with the full line of RSD x FTR race parts, the stock FTR 1200 can be transformed into a Hooligan Street Tracker or race-ready Super Hooligan National Championship contender with minimal modifications."

ROLAND SANDS DESIGN
Los Alamitos, California, USA
Tel: 562 493 5297
info@rolandsands.com
www.rolandsands.com

VO2 X Air Intakes

These Vance & Hines VO2 X air intakes "extract the maximum performance from any machine by utilizing the K&N Xstream high-flow air filter." Features include CNC-machined billet cover, high-capacity washable air filter element, backing plate, venturi and breather assemblies. They are available in chrome or black contrast finish.



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KB12

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Spring preload
Length **up to -30 mm**

Indian Scout and Challenger Brake Lines and Cables

Upstate New York based brake line and control cable specialist Magnum Shielding has expanded its selection of brake lines and clutch cables for Indian motorcycles. DOT brake lines are now available for Scout and Challenger with ABS, along with more clutch cable options.

In addition to current offerings that cover 2014 through 2020 Indian Chief, Chieftain, Springfield, Roadmaster and Vintage models, Magnum is introducing clutch cables and ABS upper brake lines for the Challenger and upper and lower ABS brake lines for 2018 to 2020 Scout models.

Magnum routes the upper ABS brake lines for all Indian bikes from the ABS controller directly to the master cylinder, and both the upper and lower lines incorporate the exact CNC bent tube assembly needed for an OE style fit, giving the installer an easy, trouble-free installation.

The lines are available in a stock fitment to plus 8 inches over and fit the following models:

Challenger, Scout, Scout 60, Scout Bobber and Bobber Twenty.

Scout owners also have the choice of single

disc non-ABS DOT brake lines.

Premium Magnum Shielding DOT brake lines are manufactured with inner PTFE tubing braided with DuPont Kevlar Aramid Fiber reinforcement, a Signature Magnum over-braid, and a crystal-clear outer PVC jacket "that offers exceptional protection against scuffing paint or chrome," says Magnum's Tom Vierthaler.

"They will never discolor, and our STERLING CHROMITE II and BLACK PEARL signature braids match in color and weave with Magnum clutch cables. Both products feature high quality polished and plated fittings.

"As a lower price-point alternative to the Premium Series, XR STAINLESS DOT brake lines incorporate PTFE inner tubing braided with heavy duty, stainless steel reinforcement embedded in a tough nylon outer jacket. Economically priced, XR STAINLESS DOT brake lines are available in either clear coated



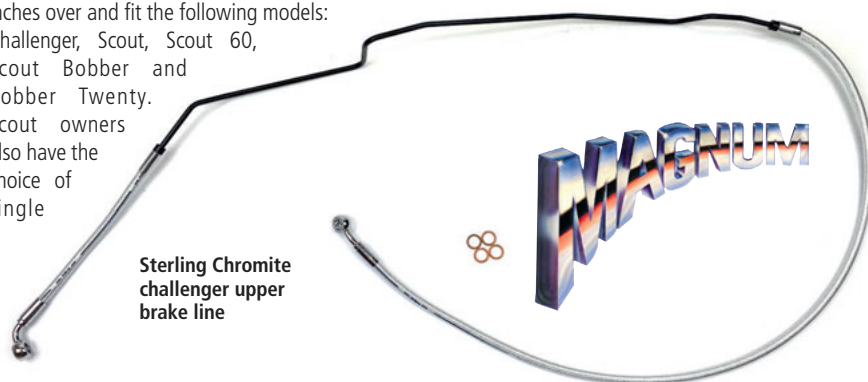
XR All Black Indian Chief clutch cable

stainless braided line with chrome fittings or black coated stainless line with a choice of either chrome or black chrome plated fittings.

"The Premium STERLING CHROMITE II and BLACK PEARL clutch cables feature matching braid, a durable clear coating, and are manufactured with components that equal OE. XR cables are available with stainless braid or OE style black vinyl with chrome or black chrome plated fittings. All cables fit like factory and have the built-in quality Magnum is known for. All the products we offer for Indian motorcycles are made in-house at Magnum's manufacturing plant."

Magnum Shielding has manufactured matching braided products for over 37 years, including brake lines, control cables and ignition wires. Every Magnum Shielding brake line is pressure-tested and fully compliant with all DOT FMVSS-106 specifications and is assembled in the USA.

MAGNUM SHIELDING
Pittsford, New York, USA
Tel: 585 381 8380
info@magnumshielding.com
www.magnumshielding.com



Sterling Chromite challenger upper brake line

HardDrive adds Metra

Boise, Idaho based HardDrive (WPS) continues to add to its V-twin product line with several new brands and many new products from existing brands now available and ready to ship to U.S. dealers - from National Cycle screens to ODI Lock-On V-twin grips, from Flo Motorsports adjustable levers and MX style footpegs to KB Super Duty Series pistons, replacement service items from Cycle Pro, audio products from the likes of BOSS and, as seen here, audio and electronics from Holly Hill, Florida based Metra Electronics.

From Metra's V-twin Saddle Tramp brand, HardDrive is stocking the likes of the amp install kits and mounting brackets, plug'n play flasher modules, LED



Radio dash kits

lighting, radio install and DSP kits, saddlebag and Tour-Pak speaker lids, lower fairings and speaker pods and dual dash cam/driver kits. WPS/HardDrive completed a new 245,000 sq ft



Tour-Pak lids and hardware

warehouse at Midway, Georgia, in January this year as an upgrade to its former Memphis, Tennessee facility. The company also completed expansions at its California facility and Idaho headquarters warehouse in 2019 - taking its six strong distribution center network in the United States (which also includes Texas and Pennsylvania) to over 1 million sq ft in total.

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Comfort and Style: Zero SR/R



Always an innovator, Mike Corbin owns more than 60 United States patents and is never slow in coming forward with something new for the newest of the new.

However, unless we have overlooked something, this is the first aftermarket part or accessory we have had the chance to feature in AMD Magazine for the all-electric, made in California ZERO!

This Dual saddle for the ZERO SR/R boasts the same comfort and style that has made the Corbin name famous worldwide. The upfront the seating area has been ergonomically designed to distribute body weight over a greater area. This provides longer-range support and eliminates hot spots.

The neutralized and optimized seating platform helps to hold the body in place and curbs sliding in the saddle. This also helps to relieve rider fatigue by taking pressure off the wrists and knees.

The passenger section is shaped to work with the handrails and luggage rack while maximizing the passenger's seating area. Concave shaping of the front seating area "gives an unprecedented amount of body support. Notice how it curves up at the back to provide support to your lower back. Towards the front of the bucket, we design the saddle narrower to allow for ground reach. Smaller riders may prefer to slide forward and out of the bucket at stop signs for best ground reach.

"For those chilly morning rides, we offer an option of heated seating. We incorporate a heater unit under the leather seating and a switch on the left side of the saddle (so you can turn it on without removing your hand from the throttle). Just flip the switch and the seat will warm up and maintain temperature automatically." Corbin's heater comes completely pre-installed in the saddle and you need only integrate the included pigtail.

Corbin's saddle mounts like stock and includes a latch pin on the saddle, so it's ready for immediate installation.

The Fibertech basepan is a purpose-built, hybrid material that provides a firm foundation to support the carefully designed ergonomics of the Corbin saddle. "It provides a precision fit to every arc and contour of the machine and rides on rubber bumpers to protect the paint. We always design our basepans as flat as possible, so bumps or odd shapes don't telegraph through the foam to your body.

"Our exclusive, proprietary Comfort Cell Foam is at the heart of the Corbin saddle - it was created to provide a firm, resilient ride that doesn't break down."

CORBIN SADDLES

Hollister, CA, USA

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corbin01@corbin.com

www.corbin.com

'Slammer Plus' Shocks and Kits for "Price-Friendly" Custom Suspension Set-Ups

Burly Brand, California, is offering these 'Slammer Plus' 11.5" damper rear shock absorbers for a 10.5" ride height. The high-pressure, gas charged monotube offers almost 2" of travel, five clicks of preload adjustment and comes with flat wire springs coupled with a progressive main spring.

Available in chrome or black for 1988-2020 Sportsters, 1991-2017 Dyna and 1980-2020 Touring models.

The shocks are available on their own or as part of a complete, price-friendly Burly Brand Slammer suspension set-up kit that additionally includes dropped fork spring. The front springs can be installed with the front end still on the bike on most models - FLH requires the fork legs to be slid down to access cap, but the leg does not have to be disassembled.

"The entire Slammer kit is set up to go from box to bike in under an hour with just basic tools on Sportsters and

Dynas. Available for Sportster, Dyna, Touring and Softail models - Softail models include fixed lowering shock mount instead of shocks.

BURLY BRAND

La Palma, California, USA

Tel: 888 367 1871

info@burlybrand.com

www.burlybrand.com

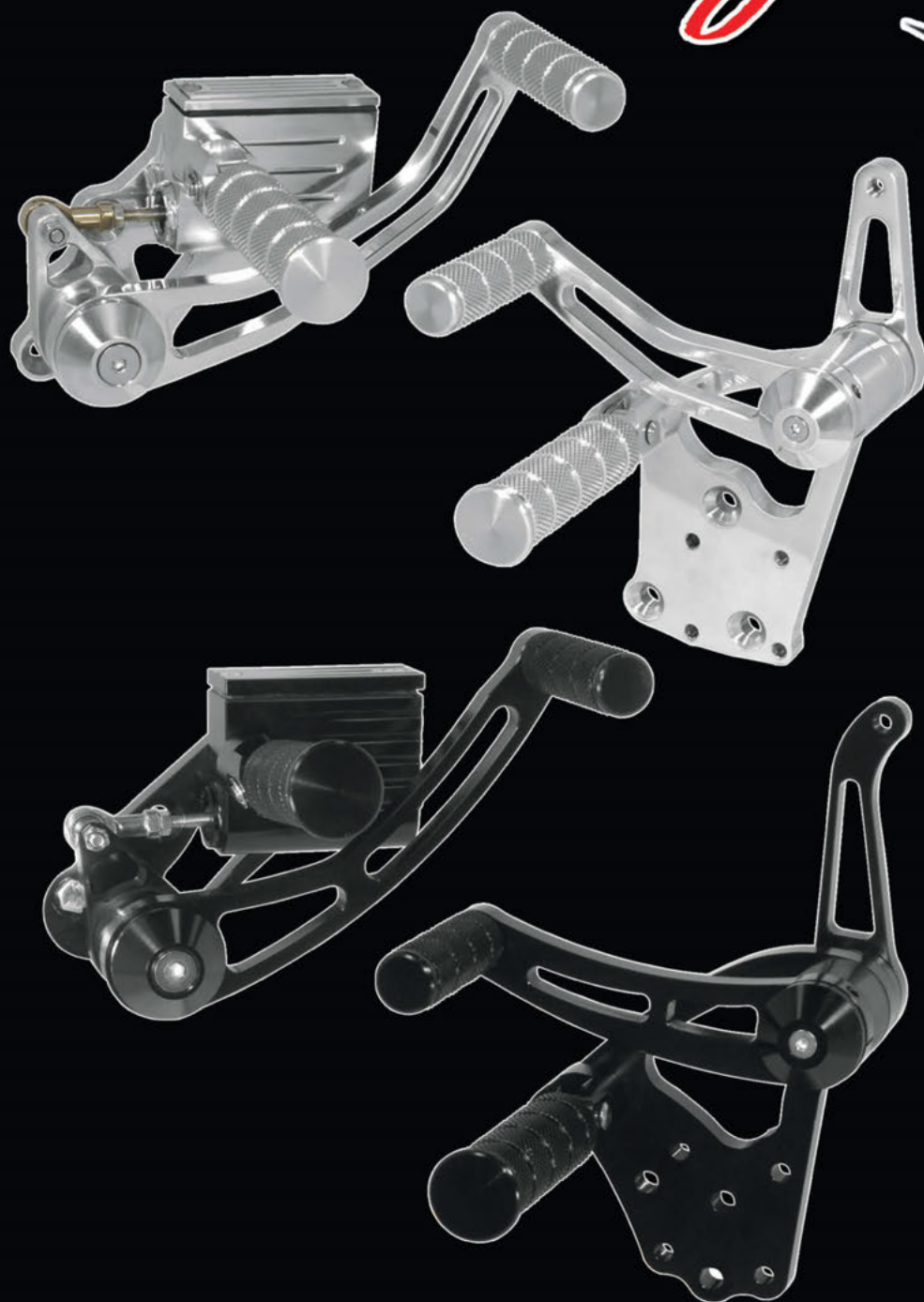


BURLY BRAND
MOTORCYCLE ACCESSORIES



FORWARD

Thinking



New black and polished billet forward controls are available for Big Twin and Softail Models from 1936/2017. Sleek styling and unmatched craftsmanship make these kits not only great looking, but also a great value. They are available in 3/4" and 5/8" bore sizes, and feature folding pegs.

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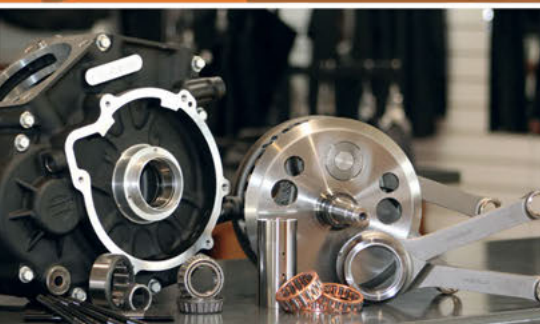




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AMD PRO GUIDE

Zodiac Additions

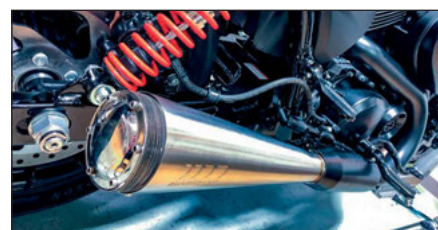


Tommy & Sons Batwing Fairings

These inner and outer Batwing style fairings are made from fiberglass in precision build molds by Tommy & Sons. They are available as stock replacement inner and outer fairings, as well as a special detachable version that fits straight onto all Road King models (except FLHRS). This version installs with the brackets from the OEM Road King windscreen. For FLHT models, Zodiac says it has heavy-duty upper and lower fairing bracket kits available. Tommy & Sons fairings come with a white gel coat finish, ready for painter's preparation. They are a stock replacement for FLHT 1993-2008 models and 1993-present FLHR Road Kings.

also supported. The headset can be connected to different Bluetooth devices from any manufacturer. The Motion Infinity by UCLEAR can connect with an unlimited number of riders and has a U-Safe crash sensor that alerts up to three contacts via SMS with GPS location in the event of strong helmet impacts. All UCLEAR Motion headsets come with three brackets and are suitable for all motorcycle helmets. They are available singly or in packs of two.

SuperTrapp XG Street Megaphone



This stainless steel slip-on muffler for 2014 to present XG500/750 Street and 750 Street Rods features the iconic SuperTrapp 4" tuneable disc system. This allows the sound to be adjusted to preference. The exhaust comes with 15 discs and end cap, replacement collector heat shield and all necessary hardware.

V-Twin Stock Style 2-into-1 Shovelhead Headers

These stock style 2-into-1 replacement headers are available for FLH Shovelhead 1970-1984 with nose cone engine. The headers have a stock 1 3/4" (44 mm) diameter and come in chromed or raw finish.



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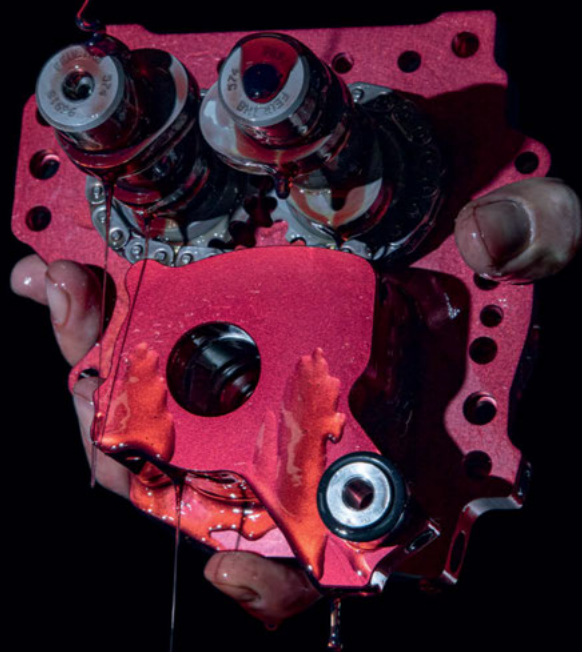
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Rio Grande Sportshield, Black Smoke, on
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'Tall Boys' Speedo Extensions

Oreland, Pennsylvania based NAMZ Custom Cycle Products continues to "make it easy for you to do it right," says NAMZ CEO Jeff Zielinski.

"When it comes to wiring extensions, NAMZ is the number one source in the world! NAMZ produces about 95% of all wiring extensions sold across the globe. We also private label manufacture all types of specialized handlebar wiring extensions in all sorts of customer specified configurations," says Jeff.

"How do we do it? The key is the processing equipment. We only invest in the very best Swiss, German and American made military-spec equipment, so we can be as consistent as possible. We reduce as much of the human error elements as physically possible to prevent mistakes and reduce the pressure on our employees.

"We offer speedometer extensions for all models dating back to the mid-90s to current. Making installation simple, we install the terminals on both ends of our extensions, making your life easier. And soon we will be releasing 100% plug-n-play speedometer extensions with an OEM female connector installed and a custom made mating male connector because we tooled up and made the male

mating connector with wire seal and custom designed crimp terminals."

NAMZ is celebrating 21 years in business providing "world class" electrical components, LED lighting, Badlands lighting modules, wiring harnesses and installation supplies. NAMZ and Badlands products are available through Drag Specialties, Parts Unlimited, Tucker, Mid-USA, J&P Cycles, V-Twin, Parts Canada, Parts Europe, Custom Chrome Europe, Motorcycle Storehouse, W&W, Zodiac, Rolli's Speed Shop and Performance Cycle Wholesale Limited, or directly from its website.

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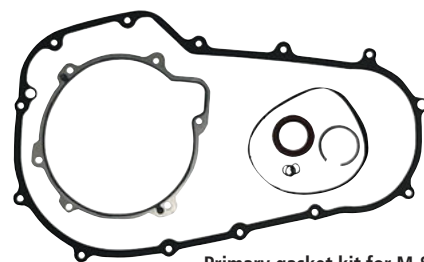
NSXH-M15



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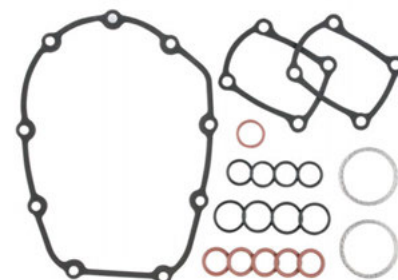
Power House Gasket Kits



Primary gasket kit for M-8



Rocker cover kit for Big Twin Evolution



Cam change gasket kit for M-8

Hazelwood, Missouri based Mid-USA Motorcycle Parts' Power House brand gasket kits are a high quality USA made range of gasket and seal options for a wide range of models, platforms and years.

Seen here, this rocker cover kit for Evolution Big Twins 1992 - 1998 includes the rocker rubbers/center, a metal rocker base gasket and copper rocker washers, umbrella pin and pushrod O-rings. For M-8 applications, options include this complete cam change kit (cam bearing, tappet and cam cover and exhaust gaskets and all needed O-rings) and primary gasket kit (including primary and housing gaskets, retaining ring and all needed seals) for all 2017 and up M-8 models.

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Twin Power Lightweight, Advanced Tech Li-ion Batteries

Twin Power Brand Manager James Simonelli says these Twin Power brand lithium-ion batteries are "the best direct fit lithium-ion batteries for H-D applications available" and that they feature "advanced technology, light weight and high-cranking amps."

"These are the most advanced high-power lithium-ion phosphate technology motorcycle batteries you can put on an American V-twin as they deliver ultra-high cranking amps from a super-lightweight battery, weighing in at 1/3 of a lead acid battery. They have no corrosive liquids or toxic heavy metals, making them environmentally responsible, and with a two-year warranty, it will service you more than twice as long as your old battery."

The design features a cylindrical cell with energy



storage welding technology for higher output; a built-in charge and equalizing protection board to prevent the battery from overcharging; superior vibration-resistant construction that allows multidirectional installation without damage, "and on top of all that, they are a direct fit for O.E.M. applications with no shimming or adaptors required," says James, "with

heavy-duty terminals in stock configuration for easy installation and long-lasting performance."

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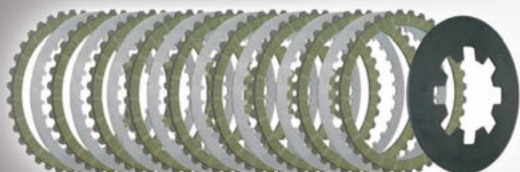
BTX-5



Fits 1941 - 1984 Big Twin. Includes 6 friction plates with 6061 T6 aluminum cores and 5 tempered steel drive plates. Also includes 10 zero crush coil type clutch springs. Stack height is pre-set for easy, accurate installation. Can run wet or dry. 20% more surface area than stock!

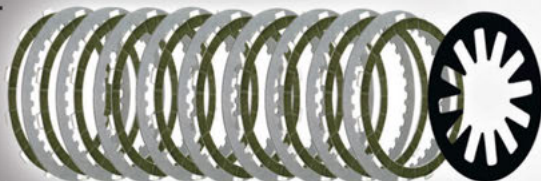
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BTX-11



Fits 1990 - 1997 Big Twin and 1991 to present Sportster and Buell through 2002. Includes 9 friction plates on tempered steel cores, starburst groove pattern for maximum heat dissipation and oil circulation, and 8 tempered steel drive plates. Pre-set stack height for easy installation. 15% more clutch area for high performance strokers. Also included is a 15% stronger than stock diaphragm clutch spring. This kit eliminates the double riveted steel plate.

BTX-14



Fits 1998 Big Twin and Twin Cam models through present. Kit includes 10 friction plates on 6061 T6 aluminum cores, 9 tempered steel drive plates and a 10% stronger than stock diaphragm spring. Pre-measured stack height for easy, accurate installation. 11% more surface area than stock.

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AMD PRO GUIDE

Drag Specialties Additions

Handlebar Control Kits



Drag Specialties' handlebar control kits are designed to work with all 1" diameter handlebars. The complete kits include a 5/8" bore single-disc master cylinder or 11/16" bore dual-disc master cylinder along with a clutch lever assembly and right and left switch housings that accept OEM switches and wires. They are available in matte black for '84-'95 Big Twins and '84-'85 XL (except Dresser models with radio control switches in housings).

Predator 2-Up Seats for FL



Drag Specialties Seats' new Predator 2-up seats are made with molded polyurethane foam for maximum comfort and designed with a narrow driver's cut for better leg clearance. The seat features solar-reflective leather in the seating area, a patented process that reduces surface temperature by as much as 25°F for a cooler seat and greater durability. The thermoformed ABS seat base gives the perfect fit with carpeted bottom and rubber bumpers to protect paint. They are available in smooth, smooth vinyl or double-diamond stitch with black, silver or red thread. The seats are made in the U.S.A. for '08-'20 FLHT/FLHR/FLHRC/FLTR/FLHX/FLHTC/FLHTCU models.

Tappet Block Covers for Twin Cam

Clean up the look of '99-'17 Twin Cam engines with a pair of Drag Specialties tappet block covers. These die-cast



aluminum covers are available with a chrome or gloss black finish and include the gaskets and screws needed for installation. They are sold in pairs.

XL Alternator Stator



This new, precision made, robust construction Drag Specialties alternator stator meets or exceeds OEM specifications (replaces OEM #29900068) and features precise construction. It fits 2019-2020 Sportsters.

Solid-State Regulator



Drag Specialties' new solid-state regulators for '17-'20 FLHT/FLHR/FLHX/FLTRX/FLTRU models have high reliability aluminum alloy construction 12V regulators that provide accurately regulated voltage under all electrical loads. They have no relay contacts to wear and are environmentally sealed for protection against moisture and shocks. It replaces OEM# 74700025; available with a black finish.

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Ultima 113" Twin Cam Replacement in Blackout Finish



Pevely, Missouri based Ultima Products has added another option to its 113" Ultima Competition Series hydraulic chain tensioner replacement Twin Cam engines with availability in the popular Blackout finish, rounding out a complete range of four finish options, with polished, silver and black also available.

A direct bolt-in engine for '99-'06 "A" motor Twin Cam bikes, "just like our EVO style engines, this engine features high quality components at an affordable price.

"These cases utilize Timken sprocket shaft bearings, and the crankshaft assembly is the same one that Ultima has been building for years - dynamically balanced and featuring forged H-beam rods for a rock solid foundation.

"We use late model cam bearings and pinion bearing, counterbored stainless Allen head case bolts and manufacture to close and precise machining tolerances in prime C356-T6 aluminum that is superior in strength to A356.

"The pistons are forged aluminum from Mahle Motorsports and the heads feature conical valve springs, chromoly retainers, manganese bronze guides, compression releases and stainless steel valves. Valvetrain components include an Andrews 67H set of cams and Ultima's 4140 steel adjustable pushrods - topped off with 4140 forged steel roller rockers.

"The cam chest components include a billet oil pump and billet cam support plate with late model hydraulic chain tensioners - with plenty of power, these engines make a great replacement for a tired stock motor or a custom build.

"Our state-of-the-art designed crankshaft



incorporates a massive 1.670 diameter pin that is pressed into the one-piece heat treated 4140 steel flywheel halves, making these crankshafts some of the strongest available on the market today. Crank pins are installed with .008" press fit. These crankshafts feature lightweight 7.67" long H-beam rods with 0.927 diameter wrist pins and are balanced using our exclusive methods, making these some of the smoothest engines in the industry.

"The cylinder (and head) is a C356-T6 casting with cast-in liners that will just not move. All the fins are machined for an excellent cosmetic appearance. The head has 2.100" stainless intake valves and 1.700" stainless exhaust valves."

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PM Mid Controls



These mid controls from Performance Machine allow for a more aggressive riding position. They are an easy bolt-on using the stock master cylinder.

They provide increased clearance while cornering, are made in 6061-T6 billet aluminum, include shift linkages and hardware and are available in Black Ops and Gold Ops finish and compatible with both passenger footpegs or floorboards - foot and toepegs sold separately. They will not work with the stock Touring exhaust system and some aftermarket exhaust systems. They are available for '17-'20 FLHT/FLHR/FLHX/FLTRX/FLTRU/FLTRK/FLTR and '18-'20 Softails.



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Quick Shifter for H-D Big Twins

Dynojet's Harley-Davidson Big Twin Quick Shifter is a standalone kit, which means there's no need to let off the throttle when shifting, "eliminating hand fatigue and enabling the rider to access his acceleration faster."

Like an automatic transmission for a Harley, it is said to deliver the simplicity of seamless upshifting and features simple

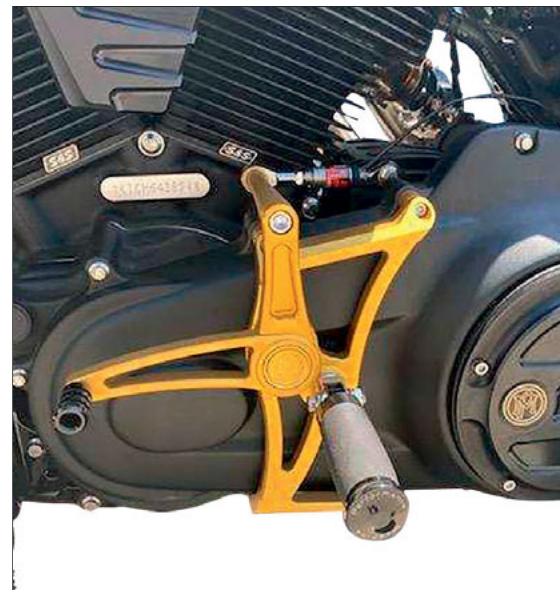
plug-and-play installation "for an optimized ride in no time. This kit is specifically for Harley-Davidson bikes with EV-1 connectors."

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Founded in 1970 at Paramount, California, by Perry and Nancy Sands, Performance Machine has a near legendary status in the early years of the development of the Harley-Davidson custom parts and accessories aftermarket. Fast forward 50 years and PM is still a brakes and wheels design and quality leader.

The technology may have evolved since Perry Sands bought his first lathe and

welder 50 years ago, but the design creativity, attention to detail and quality of fit and finish that Perry coded into the Performance Machine DNA is still its hallmark, and still setting it apart as the custom V-twin market's 'Go To' for brakes, wheels and much else - from hand and foot controls to air cleaners, primaries and accessories.

In celebration of the past five decades of machining performance, PM built a machine that it believes "epitomizes performance - our 50th Anniversary turbo charged 2017 Road Glide Standard has raised the bar in the Performance Bagger category." The stock 107 ci M-8 has been increased to 124 ci using the S&S Power Package that

includes forged pistons, big bore cylinders, push rods, valve springs and gear driven cams to add another 48 horsepower. Just in case that still wasn't enough, PM threw another 50 hp at it by way of a Trask Performance Assault Turbo as its foundation - you know, just to be on the safe side!

To balance the intake and exhaust flow PM turned to Zipper's Performance for Stage 3 headwork (to extract the maximum power of course) and added a Screamin' Eagle high flow 64 mm EFI throttle body.

"To handle the massive power increases, we upgraded the crank with a Dark Horse unit," says PM's Sean Delshadi, "and a Carillo Performance connecting rod. All this power needed some robust kit to get it

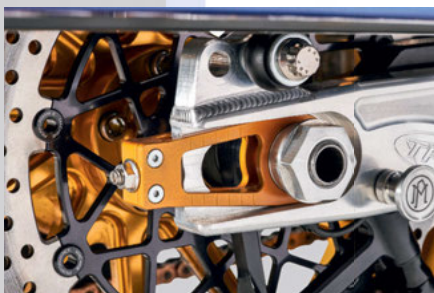




down to the pavement, so a Baker Drivetrain Grudgebox has beefed up the stock transmission - perfect for aggressive take offs and long distance high speeds - along with a compensator sprocket for improved function and durability. "To transition all this power to the back wheel, we chose the Barnett Scorpion hydraulic lockup clutch kit and basket for optimum anti-slippage and added a pair of Performance Machine Assault race weight wheels to enhance agility and reduce weight - on average they are 5 lbs lighter than our traditional wheels. "At the front and rear we have used PM brakes, of course - the super strong PM race weight Speedstar rotors and 4-piston radial

mount brake calipers to manage the 180+ horsepower. "Substantial weight was also reduced using stronger and lighter carbon fiber bodywork by Hofmann Designs to replace the stock plastic fairing, front fender, rear fender, side panels and saddlebags. The traditional running boards have been swapped out for a set of our new bolt-on race weight mid-controls for an aggressive riding position, smoother braking and quick shifting. A Dynojet Quick Shifter was added for seamless clutchless shifting. "The suspension has been fully upgraded with a pair of Progressive Suspension 990

Series remote reservoir shocks matched up with a monotube damping kit in the forks. The fork lowers were replaced with a set of Performance Machine billet units. "Trac Dynamics [Valencia, California] supplied the lightweight billet swingarm to manage the added horsepower - itself shaving off an additional 13 lbs over stock. To complete the package, we chose a Saddlemen seat, Dakota Digital gauges, paint buy Colorzone and a collection of Performance Machine billet engine cases and accessories. "Before you ask if it 'goes', the answer is an unequivocal 'oh yes' ... with 200 hp at just 10 lbs of boost it pulls all the way into the next county, and then pulls some more!"



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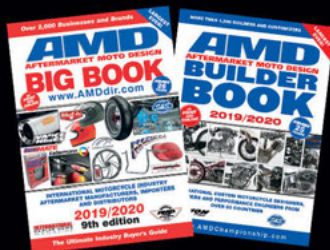
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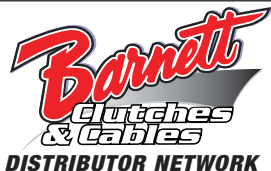


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NEWS BRIEFS

The 17-outlet strong Chicago-based Windy City/Fox Motorsports dealership group says it saw record unit sales in July and a third straight quarter of growth in 2020 Q2. With 14 of its stores being H-D franchises, Windy/Fox has become a market bellwether since it was founded in year over year growth in Q2 of 2020 by Ozzie and Jill Giglio. The company says that over the last 20 years it has introduced over 100,000 motorcycles into the Greater Chicago area market through its Brick and Mortar outlets and UsedMotorcycleStore.com - which claims to be "the largest used motorcycle marketplace in the U.S."



We here at AMD Magazine were saddened to hear of the death of Neale Brumby, 63-year old owner of Australian custom magazine Heavy Duty - "illness may take the man, but not his achievements."

The National Insurance Crime Bureau (NICB) in USA has recorded less than 41,000 motorcycle thefts in 2019 - maintaining an overall downward trend that has seen motorcycle thefts fall by -12% since 2016 (46,467). Most thefts happen in the warmest states and in the warmest months. The most stolen brands were Honda (8,122), Yamaha (6,495), Harley-Davidson (4,737), Suzuki (4,686) and Kawasaki (4,641). Of the thefts in 2019, 18,857 (46%) were recovered. Most occurred in August (4,642) and the fewest in February (1,972).

Screamin' Eagle 131 Crate Engine for Select Softails

Harley has announced its "biggest, most powerful street-compliant engine" yet for select 2018 and later Softails - a new Screamin' Eagle 131 crate engine.

The new 131 cubic inch (2,151 cc) M-8 "delivers the biggest, most powerful street-compliant engine Harley-Davidson has ever created" and is available as a bolt-in replacement. Designed to run at high rpm and to provide a significant boost of torque from cruising speed, "riders will experience commanding performance from the moment the throttle is cracked open." It is backed by a 12-month factory limited warranty when installed by an authorized H-D dealer. "Our adrenaline-seeking riders asked for thrilling power and torque with reliability," said Harley-Davidson Product Manager James Crean, "and the Screamin' Eagle 131 crate engine delivers exactly that, developed by the Screamin' Eagle performance team and factory-assembled at Harley-Davidson Powertrain Operations (Pilgrim Road, Menomonee Falls, WI)." The SE 131 "combines the 4.5-inch stroke of the Milwaukee-Eight 114 engine with new 4.31-inch bore cylinders with a patent-protected design. M-8 extreme ported four-valve cylinder heads are CNC-ported and fitted with valves 1 mm larger in diameter than the previous generation to enhance air/fuel flow and velocity and feature fully machined combustion chambers shaped to optimize combustion efficiency. "The engine is completed with a high-lift SE8-517 camshaft and high-performance cam bearing, high-compression (10.7:1) forged pistons, a 64 mm throttle body and intake manifold, and high-flow (5.5 grams per second) fuel injectors.



"It's a combination that produces 135 ft-lb of torque and 124 hp at the rear wheel when paired with Screamin' Eagle Street Cannon mufflers. Detailed with 131 Stage IV badging on the cylinder heads and timer cover, the engine is available in a choice of black and chrome or black and gloss black." It fits 2017-later model Touring motorcycles originally equipped with either a M-8 oil-cooled or twin-cooled engine and select 2018-later Softail motorcycles; does not fit Trike models; '17-'19 models require separate

purchase of a high-capacity oil pump; '17-'18 models require a SE high-capacity clutch plate kit. All models require additional purchase of ECM recalibration with SE Pro Street tuner. The Screamin' Eagle 131 performance crate engine complies with noise and emissions standards in all U.S. states other than California on 2017-later Touring models and select 2018-later Softail models. Replacement engines must be re-fitted with emission control devices and systems appropriate for the vehicle model and model year in order to ensure emissions compliance. Replacement engines are legal for use on public roads only when installed in select specified and compatible models. Street-compliant statements may not apply to markets outside the United States.

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